



REGIONALISM

issue committee **REPORT**

INDIANAPOLIS-MARION COUNTY
Comprehensive Plan Update



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Indianapolis-Marion County Public Library - Southport Branch Library

City of Lawrence

The Polis Center

Dear Members of the Indianapolis Insight Steering Committee:

The purpose of this committee was to explore regional planning issues that have emerged since the last Comprehensive Plan was prepared. The previous plan did not have a strong regional perspective, because a regional outlook was not as evident in the early 1990's. The past decade has seen increasing interest in the shared problems and opportunities for the Central Indiana region. Citizens, institutions, businesses and governments have gathered in extensive conversations, studies and visioning processes that explored the region's needs and potentials. This has resulted in increased recognition of the inter-relatedness of transportation, infrastructure and land use planning and increased awareness of the lack of regional planning.

The Regionalism Committee explored its mission against this backdrop. The committee could not complete an exhaustive study given the complexity of many regional planning issues and the limited time available. With an emphasis on improving communications and cooperation, the committee explored ways in which long range planning might enhance the region's quality-of-life, economic competitiveness, mobility, transportation, and infrastructure systems and the environment. A number of recommendations are offered for further study and action.

Of central importance was "**Continuing the Regional Planning Conversation.**" Recognizing that no single governmental agency has a legislative mandate for regional coordination, the committee nonetheless was resolute that the City of Indianapolis has a unique leadership role in this issue. The committee's overriding goal is the advancement of regionalism in local planning. The committee concluded that advocacy, education and active coordination must be assigned to a staff position that will act as a "regional facilitator." This position should work closely with the Metropolitan Planning Organization and would benefit from the ongoing regional transportation coordination performed by the agency.

Further it is imperative that efforts for greater regional coordination not wait until the adoption of the Comprehensive Plan. Continuing development pressures test

the abilities of local governments to achieve a favorable "fit" between their respective plans and those of adjoining jurisdictions.

The regional facilitator should work on these topics:

- **Regional Economy**
- **Regional Infrastructure Planning**
- **Regional Mobility**
- **Reflecting the Regional Context in Land Use Plans**
- **Natural Resources and Environment**

The committee was not reacting to an outside mandate to establish a new planning entity. The committee was not restricted in its study to regional issues that could be folded neatly into a proposed land use map. Instead the committee looked at both practical measures that could augment short-range planning and development coordination as well as long range issues that will require years of study and action.

Respectfully,

Joseph A. Slash
Chairperson
Regionalism Issue Committee

"Now, many people -- from academics to corporate leaders to political activists -- are arguing that regionalism is still relevant. They insist that regions are critical functional units in a worldwide economy. Perhaps as important, they say, regions are critical functional units in individual American lives. More and more of us travel across city-county, even state borders every morning on our way to work. Our broadcast and print media rely on a regional marketplace. Our businesses, large and small, depend on suppliers, workers and customers, who rarely reside in a single jurisdiction. The parks, riverfronts, stadiums, and museums we visit serve and provide an identity to an area much larger than a single city. The fumes, gases, chemicals, and runoff that pollute our air and water have no regard for municipal boundaries."

Reflections on Regionalism, Bruce Katz, Editor, Brookings Institution Press.

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Background
INFORMATION

Introduction

Updating the Indianapolis/Marion County Comprehensive Plan is a complex and challenging undertaking, offering an opportunity for the City and its citizens to develop a realistic vision for the future.

The Regionalism Issue Committee is one of eight Issue Committees formed to provide a forum for detail public discussion of various topics. Each committee was made up of 30 to 40 experts, city staff persons and just plain folks to discuss their issues and develop goals, recommendations and standards in their particular topical area. The committee meetings were open to anyone who wanted to attend.

The public input process of the Comprehensive Plan Update began with four Town Hall Meetings. These meetings were held in various locations around the city and on various weeknights in late September and early October 2000. Through the course of the Town Hall meetings, several recurring themes also became evident. These themes required in-depth study. However, the format of the Town Hall meetings did not permit this so eight issue committees were formed to provide the required additional analysis.

The eight committees formed were:

- Cultural, Social and Education
- Economic Development
- Environment, Parks and Open Space
- Land Use Standards and Procedures
- Neighborhoods and Housing
- Redevelopment
- Regionalism
- Transportation and Infrastructure

Each of the eight Issue Committees met eight to nine times from late January to early July 2001. The invitation to join an issue committee was made at the Town Hall meetings and through a newsletter sent to over 1200 persons and organizations including every registered neighborhood association in the city. Over 300 persons volunteered to serve on a committee. Committee members were polled as to their most convenient meeting times and the meetings were scheduled accordingly.

Committee Description

Local governments' Comprehensive Plans have had to respond to changing problems and challenges as urban centers have grown outward and matured. In recent years the citizens of the City of Indianapolis and Marion County have been engaged in public discussions and explorations of how Indianapolis will chart its future from a perspective that is increasingly regional. Indianapolis is the largest city in the central Indiana region and the Metropolitan Statistical Area. Marion County's housing and population growth has been exceeded by growth in the surrounding counties in the 1990's. Many citizens have strong interests in the vitality of several counties with the region, because job, school, shopping and recreation destinations are often not found in the same municipalities or counties as their places of residence.

Federal transportation funding requires planning and coordination for the "urbanized area", which is a subset of the nine-county region. Indiana statutes that enable local governments to establish comprehensive plans and regulate land use under zoning do not mandate regional planning. Indiana does not mandate regional plans for land use, environmental quality, social services, parks and recreation, public safety, courts or education. Short of formal plans, central Indiana relies on informal, uncoordinated and often inconsistent regional planning efforts. While these voluntary activities may have some benefits, many people have recognized that the public sector remains resistant to change.

The development plans of individual jurisdictions do not have to be compared for consistency or congruity with similar plans for adjoining jurisdictions. The governmental structures established in the 19th Century remain largely intact at the threshold of the 21st Century. Regional planning offers opportunities for coordination and enhanced public benefits. Scarce financial resources can be used more efficiently.

Purpose:

- Explore regional planning issues that have emerged since the last Comprehensive Plan was prepared and adopted (1991-93)
- Inform the Committee of regional planning concepts, terminology, options and potentials. Identify practical measures to improve regional planning activities as now enabled under Indiana statutes.
- Understand the City of Indianapolis's unique role in the regional economy, natural and man-made environment and culture. Seek better

understanding of trends in continued out migration, effects on rural and agricultural development

- Make recommendations on new regional approaches that would enhance the overall goals of Indianapolis's Comprehensive Plan, and its regional competitiveness
- Relate this topic to Environment, Transportation, Infrastructure And Economic Development Issues
- Note that many sound ideas for regionalism must be developed and refined over the next several years, including some new state legislation

solution
FINDING

Issues, Recommendations and Standards

Issue

CONTINUING THE REGIONAL PLANNING CONVERSATION

Description

Many regional coordination and planning issues have not been fully identified in the short time that this committee had to explore the subject. More work lies ahead but this momentum should not be lost.

goal one Continue The Regional Planning Conversation beyond the confines of the Marion County Comprehensive Plan Update.		
<i>Recommendations</i>	<i>Responsible parties</i>	<i>Comments</i>
a) Provide a "Regional Facilitator" to stimulate further dialogue on regional thinking in: <ul style="list-style-type: none"> ▪ Land use planning ▪ Funding of regional infrastructure ▪ Transportation and mobility ▪ Economic development ▪ Energy-generation and distribution, demand side management ▪ Regional applications of central heating and cooling districts ▪ Parks, recreation and open space ▪ Solid waste 	City of Indianapolis Mayor and City-County Council, Greater Indianapolis Progress Committee (GIPC), Central Indiana Regional Corporate Partnership (CICP), Central Indiana Regional Citizens League (CIRCL)	Maintain the momentum of efforts such as Metropolitan Association of Greater Indianapolis Communities (MAGIC), Central Indiana Regional Transit Alliance (CIRTA) & CIRCL.

b) Support citizen-based initiatives to refine regional concerns, work with regional trade, professional and business associations.	CIRCL, GIPC	Citizen groups may refine areas of common concerns and make it easier for governments to sustain regional cooperation.
c) Find a setting in which elected and appointed local officials can develop a regional agenda for state and federal legislation.	CIRCL, GIPC	Some innovative regional planning concepts require state or federal legislation. Funding definitely involves state and federal agencies.

Issues

REGIONAL ECONOMY

Description

The Central Indiana economy operates on an increasingly regional scale. Marion County's employers draw upon the labor force from a large area, a commuter shed of much more than nine counties. The economic well-being of the region depends upon the strength of the central county. During the 1990's a number of local initiatives and studies explored the interdependence of central Indiana in maintaining and improving its economic health.

In this same period, regions, not individual cities, are actively competing for economic development expansion and business retention. During the past decade, economic development researchers looked to certain "peer regions" who offer many of the same amenities and strengths as Central Indiana. Many of these regions have pursued greater cooperation and collaboration among the governments, employers, institutions and citizenry. Regional cooperation is seen as an integral strategy to overall economic health. Indianapolis cannot ignore its competitor regions and should look to strengthen its assets in a very competitive world economy. (See Appendix 3b - *Indiana Economic Development Council-Breakaway Growth Strategy* and Appendix 3C - *Greater Cincinnati Metropolitan Growth Alliance Resourcebook*)

goal two

Maintain a vibrant regional economy for Central Indiana.

<i>Recommendations</i>	<i>Responsible parties</i>	<i>Comments</i>
<p>a) Refine strategies for regional economic development partnerships based on:</p> <ul style="list-style-type: none"> ▪ Recognition that the Indianapolis Region is competing with other regions in the nation and world. ▪ City and county boundaries are less significant with global competition. 	<p>Department of Metropolitan Development (DMD), Indianapolis Regional Economic Development Partnership (IREDP), CICIP</p>	<p>Academic and economic development researchers support this view. The strong economy of 1990's can lead to complacency about the need for continued strengthening of regional assets.</p>
<p>b) Investigate tax revenue sharing for "incentivized" projects, acknowledging that most tax incentives are localized but economic benefits are mobile and spread easily throughout the region.</p>	<p>DMD, IREDP, CICIP</p>	<p>See Appendix 3D for "Fiscal Disparities Act" for seven county area tax revenue sharing in the Minneapolis region. Some highly valuable regional assets are property tax exempt while their benefits extend far into other jurisdictions.</p>
<p>c) Achieve a skilled labor force region wide.</p>	<p>DMD, IREDP, CICIP, area colleges and universities</p>	<p>Skilled labor shortages have been a regional concern.</p>
<p>d) Promote convenient, adult continuing education, take full advantage of emerging community college programs and facilities, research & development.</p>	<p>DMD, IREDP, CICIP, area colleges and universities</p>	<p>Workers want courses at or close to work and along major commuting routes. Jobs in the "New Economy" require higher skills and continuing learning.</p>

e) Continue to make public investments in geographic information systems (GIS) to analyze and understand the region's problems, assets and potentials. Consult Indiana GIS Council guidelines when available.	City of Indianapolis- other city, town and county governments	Look for ways to make GIS affordable to all governments in region.
f) Enhance mobility and reduce commute times throughout the region. Ease the movement of goods and services in the region.	Metropolitan Planning Organization (MPO), IndyGo, local planning agencies	Workforce productivity is reduced by time lost in traffic congestion.
g) Attract new businesses and residents with parkways, greenways, open space areas and other community assets.	IndyParks, MPO	The community's quality-of-life is important to attract and retain businesses.
h) Develop a regional approach to improving the community's image. Set regional targets. Try a coordinated pilot project to improve the image and function of a multi-county corridor, including streetscape, billboard control etc.	Chambers of Commerce, Keep Indianapolis Beautiful, related tourism & business groups	Regional image is important, especially along major corridors (US40-National Road, Rockville Rd., Airport expressway-I-70.)
i) Allow education facilities within commercial, office and industrial zones.	DMD	Continuing education must be convenient to current work force.

<i>Standards</i>	<i>Justification</i>
<i>When developing the land use plan for Marion County:</i>	
i. Recognize the needs for a strong regional business, social and cultural center as well as modern well-planned suburban employment centers.	Emphasize the benefits of having multiple site location options for office, research, industry and warehouse-distribution facilities in the region.
ii. Build upon the lessons learned from the I-65 - County Line Road <u>Interchange Plan</u> . Ensure that all existing or proposed interstate interchanges will be developed for high value, highway oriented land uses. Insist on land development that provides strong tax base and job potentials.	Examples of new interchanges: New I-70/Six Points Road (airport area) Possible German Church Rd/I-70 (Marion County) Possible I-65/ County Road 750 North (Johnson County)
iii. Recognizing the regional impact of the Indianapolis International Airport, make the most of air related cargo and passenger opportunities. Promote the coordination of land use and zoning policies with Marion County, Hendricks County, Morgan County, Plainfield and Mooresville to ensure compatible land uses in lands near the airport.	New airport related development would likely be in large-scale projects, requiring overall master plans. These projects may straddle governmental boundaries but need to be uniformly planned and developed. Development standards should not vary because of jurisdictional boundaries. Opportunities for competitive and efficient development projects should not be compromised when they may include more than one local government.
iv. Make certain that targeted business clusters are allowed in zoning ordinances and can be sited in mutually supportive locations.	Various economic development, academic and business groups should be consulted to ensure that land use codes will allow businesses to locate in the same building or complex.

Issue

REGIONAL INFRASTRUCTURE PLANNING

Description

One of the basic elements of a Comprehensive Plan is to chart the future needs and locations of public infrastructure. The Indiana Code states that a local comprehensive plan must include "A statement of policy for the development of public ways, public places, public lands, public structures, and public utilities." The infrastructure plans of individual communities are of little value if they are not mindful of larger systems. Public infrastructure is expensive, durable and essential. A hierarchy of streets links neighborhoods to each other and to larger street networks. Storm drainage and sanitary sewers must be designed with respect to the natural watersheds. Public ways contain the cables, conduits and pipes of both publicly and privately operated utilities.

goal three

Enhance the regional coordination of public and private infrastructure planning.

<i>Recommendations</i>	<i>Responsible parties</i>	<i>Comments</i>
a) Hasten the integration of fiber optics communications technology throughout the region.	City of Indianapolis, Department of Public Works (DPW), utility companies, other local governments	Note the importance of public right-of-way and utility easements to accommodate modernization of communications infrastructure.
b) Manage and wisely use water resources.	Public and private water utilities	Note that some competing regions are not self-sufficient in water supply.

c) Seek regional coordination of sanitary sewer planning.	DMD	Ensure that all urban growth areas in the region will be served by sanitary sewer.
d) Create an "MPO-like" entity for coordination of non-transportation infrastructure in the region	City of Indianapolis in cooperation with other governments in region	Coordination is especially important in areas where large projects may involve several utility providers. Note that utility infrastructure is typically located in existing and proposed public street right of way.
e) Ease the conversion/transition of rural-type drainage systems to urban setting. Enhance watershed-based coordination among governments in region.	DPW, DMD, local county surveyors & county engineers	This is a regional issue because of the nature of watersheds that cross county lines.
f) Accommodate regional storm water management systems planning and facilities where feasible.	DPW, DMD, local county surveyors & county engineers	This is a regional issue because of the nature of watersheds that cross county lines.
g) Increase the sharing of planning related information among government agencies, especially for infrastructure planning and coordination.	City of Indianapolis in cooperation with other governments in region	
h) Improve the notification process for public planning agency approvals.	DMD	Earlier notice would help other agencies to evaluate pending projects.

<p><i>Standards</i></p> <p><i>When developing the land use plan for Marion County:</i></p>	<p><i>Justification</i></p>
<p>i. Respect the need for groundwater and surface water resource protection and acknowledge that certain land uses pose greater risks to water resources.</p>	<p>Marion County is leading the way, but is not alone in ground water protection requirements. This is not coordinated formally on a regional basis.</p>
<p>ii. Recognize the difficult siting problems for new communications & utility infrastructure and solid waste disposal facilities. These facilities must be constructed to meet growing demands in all central Indiana.</p>	<p>Many necessary structures and facilities are unpopular. It is best to make the best use of existing rights-of-way for linear facilities. Make the maximum use of solid waste facilities by recycling, waste reductions, and landfill management</p>
<p>iii. Develop stream valleys and transportation corridors for multiple use purposes</p>	<p>Note the cost and difficulties in reestablishing single ownership and access when existing rail corridors are abandoned.</p>

Issues

REGIONAL MOBILITY AND TRANSPORTATION CHOICES

Description

Adequate, safe and reliable transportation is not just a convenience, but is essential for the economic development well being of the region. All transportation modes have environmental and fiscal costs. A favorable balance is needed to ensure regional mobility and the maintenance of a high quality-of-life throughout the region.

goal four Develop Transportation Choices That Enhance Both Individual and Community Mobility and Quality-Of-Life.		
<i>Recommendations</i>	<i>Responsible parties</i>	<i>Comments</i>
a) Encourage development of a Central Indiana Regional transit system	CIRTA-MPO	CIRTA is working to expand mass transit on a regional level.
b) Encourage more interconnections of communities in the region. These should include connections for bicycles and pedestrians with sidewalks and street crossings.	DMD, DPW, other planning and public works agencies in region	Sidewalks are needed along all types of streets and highways (except limited access-freeways).
c) Recognize the environmental and health problems and air quality compliance problems with an over-reliance on single occupancy vehicles	MPO and DPW. Possibly a new multi-county entity is also needed.	Non-compliance with ozone regulations can lead to mandatory vehicle testing, loss of federal transportation funding and limits on new development. Air pollution affects human health.

d) Closely coordinate future land use planning with transportation systems plans	DMD	Work toward greater transportation options over time.
e) Offer development processing incentives when regional transportation goals are achieved	DMD	Non-financial incentives could be faster public processing of development proposals.
<i>Standard:</i> <i>When developing the land use plan for Marion County:</i>	<i>Justification</i>	
i. Realize the inter-relationship of land use planning and alternatives to single occupancy vehicles. If single occupancy vehicles are relied upon exclusively, land development must include sufficient parking and will tend to be at lower densities. Mass transit will not be as effective in these cases.	Certain land development options depend upon higher densities, pedestrian scale and less land devoted to automobile parking.	
ii. Note the need for transportation corridor plans that extend over county lines.		
iii. Plan points where inter-modal facilities can more easily emerge as transit systems are expanded.		

Issue

REFLECT THE REGIONAL CONTEXT IN MARION COUNTY'S LAND USE PLAN

Description

Regional issues, trends, potentials and probabilities are not extensively reflected in the current Marion County Comprehensive Plan and its various segments. Future plans should take into account current conditions and probable future growth within Marion County and its adjoining jurisdictions.

goal five Reflect the Regional Context in Marion County's Land Use plan.		
<i>Recommendations</i>	<i>Responsible parties</i>	<i>Comments</i>
a) Inter-local agreements should be used to ensure compatible land use plans and procedures on borders. Determine "border impact" areas where inter-local coordination is essential.	DMD	
b) Encourage mixed use developments	DMD	These will likely be close to major transportation corridors
c) Agricultural zoning and farmland protection tools are needed in the region. Indianapolis-Marion County is expected to become fully urbanized	Other land use planning agencies in region	Marion County could be a "receiving area" if "development rights transfers" ever become a regional growth management tool. "Sending areas" would be areas planned for agricultural land uses within the surrounding counties.

d) Discourage residential land uses in highway interchange areas, rail yards, airports, intermodal terminals and place these land uses where noise, traffic and light conflicts are lessened	DMD and other land use planning agencies in region	
e) Consult the Central Indiana Regional Citizens League's 7 Point Transportation And Land Use Vision Plan serve as valuable principles for land use planning	DMD	
<i>Standard</i> <i>When developing the land use plan for Marion County:</i>	<i>Justification</i>	
i. Identify "critical areas" of special opportunity, risk or sensitivity along Marion County edges.	Anticipate the need for sub-area plans, be pro-active and allow time for thoughtful coordination among localities	
ii. Consult the adopted plans of neighboring planning jurisdictions when preparing updates to the Marion County Plan. Deal with conflicts of land use types near edges with Marion County.		

Issue

ENVIRONMENT AND NATURAL RESOURCES

Description

Natural systems do not respect the jurisdictional limits drawn by government declaration. Air currents spread air across the borders of counties, cities and towns. Watersheds collect and concentrate the drainage from urban and rural areas alike. Some parks and open space facilities serve the needs of an entire region because of their size, amenities or physical setting. Multiple-use recreation and transportation corridors can be linked within a regional perspective.

goal six

Develop the means to the meet regional-scale park and recreation needs.

<i>Recommendations</i>	<i>Responsible parties</i>	<i>Comments</i>
a) Provide linkages for parks and recreation areas in the region using trails, greenways, pathways and bike routes. These linkages should serve both recreational needs and as transportation alternatives.	DMD-MPO, IndyParks, other towns, cities and counties in the region	While many park and recreation needs are met near people's homes, some recreational services and facilities are geared to a regional scale. Some popular local recreation services and facilities can be linked by trails and greenways and be accessible to citizens in several jurisdictions.
b) Assemble and preserve lands and corridors for regional scale open space, recreation needs and natural areas.	DMD, IndyParks, other towns, cities and counties in the region	Regional parks serve a larger population base, require larger contiguous land areas and may require multi-county support

Standards: When developing the land use plan for Marion County:	Justification
Provide links of existing and proposed greenways at jurisdictional borders	This is a land use that can serve to complement other land uses with improved access, and serve as a buffer or transitional area between certain less compatible land uses.

goal seven Improve air quality with land use and transportation policies.		
Recommendations	Responsible parties	Comments
a) Encourage more interconnections of communities, including bicycles, pedestrian sidewalks and pathways.	DMD, DPW, cities, counties and towns in region	Urbanization will continue to occur along county lines. New neighborhoods should be linked to the existing neighborhoods. Bike and Pedestrian Plan.
b) Encourage mixed use developments.	DMD	See CIRCL Land Use and transportation Vision Plan.
c) Encourage the redevelopment of existing cities and towns. This will reduce development pressures on rural areas.	DMD, other cities, towns and county planning agencies	

d) Meet air quality standards with a regional approach.	DPW	Non-compliance with ozone regulations can lead to mandatory vehicle testing, loss of federal transportation funding and limits on new development. Air pollution affects human health.
e) Continue research and monitoring to better understand the causes and effects of air pollution in the Central Indiana region.	DPW	
f) Provide for more carpooling and future high occupancy travel lanes in regional highway plans; provide alternatives to single occupancy vehicles.	MPO	
<i>Standards:</i> <i>When developing the land use plan for Marion County:</i>	<i>Justification</i>	
Encourage mixed use development to reduce the length and frequency of job commutes.	This will allow some employees the options of walking or biking to work, also reducing the length of automobile trips.	

goal eight

Improve water quality with a regional watershed coordination approach.

<i>Recommendations</i>	<i>Responsible parties</i>	<i>Comments</i>
a) Continue support for Upper White River Watershed coordination activities.	DPW	
b) Activate Marion County watershed coordination teams for the entire county.	DPW, DMD and participating city-county agencies	
c) Share knowledge gained in watershed coordination with other governments in region.	DPW, DMD and participating city -county agencies	
d) Coordinate planning, inspections and enforcement for non-point pollution elimination.	DPW, DMD and participating city -county agencies	

Supplemental
INFORMATION

Appendices

appendix one

COMPREHENSIVE PLANNING

The Comprehensive Plan is a broad philosophical document, which promotes public health, safety, morals, convenience, order and the general welfare; encourages efficiency and economy in the process of development; promotes livability; and preserves the quality of life.

While the Comprehensive Plan is, by state law, the basis for zoning, the Plan may be developed for more than this limited purpose. State law requires that the Plan contain a statement of objectives for the future development of the City, a statement of policy for land use development and a statement of policy for the development of public ways, public places, public lands, public structures and public utilities. State law, however, permits each jurisdiction to develop its comprehensive plan in the way that mostly nearly meets the needs of that jurisdiction.

In Indianapolis-Marion County, the Comprehensive Plan has historically been more than a series of policy statements. It has been a detailed guide for development, which has contained policies, maps, text and critical areas designating the most appropriate land use recommendations for all parcels of land in Indianapolis and explaining the basis for those recommendations. The Plan was initially adopted in 1965 and has been updated in roughly 7 to 10 year increments, with the most recent update occurring between 1991 and 1993.

Extensive public input has already been a part of the comprehensive planning process. Indianapolis Insight began with a kick-off conference, which was followed by a series of town hall meetings. This was followed by the Issue Committee process. Throughout the planning process a Steering Committee will keep things on track. Other forms of public outreach included press releases, a newsletter and a website.

Kick-off Conference

Held September 14th, 2000. Over 1000 persons were invited to attend and bring others. Attendance was estimated at 220 persons for the morning-long event. The event included a presentation by Dr. Catherine Ross of the Georgia Regional Transportation Authority, a panel discussion by local leaders with various viewpoints on the topic of city development and a

presentation of the planning process to be used for the Indianapolis Insight Plan. The conference was covered in the local news media.

Town Hall Meetings

The first series of Town Hall Meetings was held in September and October of 2000. Over 1200 persons were invited, including every registered neighborhood organization. Meetings were held in four locations around the city on various nights of the week over a three-week period. Attendance ranged from 20 to 40 persons per meeting. Participants were asked about what city development issues were important to them now and in the future. Participants were given the opportunity to sign up for the issue committees. Three of the four meetings were covered by the local news media.

Steering Committee

The Steering Committee is made up of 43 persons representing various groups with a stake in the development of the city. Its membership includes the chairpersons of the Issue Committees. The Steering Committee meets as needed throughout the planning process.

Newsletters

A newsletter, *The View*, was sent out in November 2000. Mailed to over 1200 persons, including every registered neighborhood organization, *The View* contained information on the planning process to date and the invitation to take part in the Issue Committees. Subsequent issues of *The View* will be sent out as needed throughout the planning process.

Press Releases

The local media is notified about the Indianapolis Insight Plan at every step in the process. Press releases and media advisories go to 50 television, radio, and print media sources. The decision to run a notice about upcoming meetings or to cover a particular meeting is up to each media source and not up to the City. However coverage has been good with notices and stories run in a variety of television, radio and print sources.

Website

The Indianapolis Insight plan has its own website within the City's website. This website details the planning process and includes notices of upcoming meetings and minutes of past meetings. The website has experienced over 1000 hits from mid-December, 2000 through the end of July 2001.

Volunteer Hours

As of July 31,2001, almost 700 volunteers have contributed over 3500 hours to the planning process.

appendix two

VALUE STATEMENTS

Using the public comment at the Town Hall meetings as well as good planning principles, the Steering Committee developed a series of Value Statements to guide the planning process. Ideally all goals, recommendations, standards and land use recommendations will contribute to these values. At the very least they must not detract from these values. The Value Statements are as follows:

Development of our City should meet the needs of the present without compromising the needs of future generations.

We should strive to achieve a balance of land uses, including a diversity of housing options, throughout the various parts of the county and the region. Balanced land use is important not only for tax base equity, but also for communities where people can live, shop, recreate and earn a living throughout the different phases of their lives.

New developments should be well-planned, well-built and well-maintained to retain value over the long term. Established areas should be well-maintained to retain (or regain) value and to preserve applicable unique identities.

Education programs of the highest quality are vital to the health and well being of the City. We should encourage all citizens, regardless of age, to participate in the learning process throughout their lives. We should offer educational programs to individuals with a wide range of talents and abilities, enabling all members of the community to develop to their fullest potential. We must ensure that educational opportunities are available to all citizens, regardless of race, sex, religion, national origin or disability. We must maintain a world class educational system, providing programs of the highest quality to all citizens.

We should strive to maintain a healthy environment and to make appropriate improvements to the current state of the environment. Of particular importance are clean air, ground and surface water, conservation of natural features including wooded areas, and adequate parks and open space.

We should continue to improve our transportation system so that it is well-connected, convenient, and safe. We should provide a variety of

transportation choices so that all people, regardless of age or ability, can travel throughout the region. The transportation and infrastructure systems should anticipate and guide the growth of the City.

We should maintain and further develop a strong, diverse economy and make efforts to attract and retain highly skilled and educated workers. Forces of disinvestment and decline should be countered with a variety of redevelopment and reinvestment activities wherever needed to maintain the vitality of the community.

The Regional Center should continue as the focus of the larger scale cultural events and venues, however we should support a variety of cultural activities within all parts of the city. We should respect historic structures and neighborhoods as the physical embodiment of our historical and cultural identity.

As the center of an increasingly regional metropolitan area, Indianapolis should be a leader in planning-related cooperation and communication.

appendix three

RESOURCES

appendix three (a)

Speakers

Rebecca Fletcher - Hoosier Heartland Resource Conservation &
Development Council

Steve Hall - Upper White River Watershed Alliance

Rick Martin - City of Indianapolis - Department of Public Works Air - Environmental
Resources Management Division

Reading resources

Central Indiana Regional Citizens League Land Use and Transpiration Vision Plan

Regional Development Exercise prepared by Dennis Slaughter

TEMPO Summer 1997 Newsletter - Indianapolis Metropolitan
Planning Organization

Strategy Brief I-65 Corridor Planning Initiative Indianapolis Chamber of Commerce
and Greater Greenwood Chamber of Commerce

NPDES Phase II article, Civil Engineering News March 2001

Excerpts from "Groundwater-Protecting Wisconsin's Buried Treasure", PUBL-DG-
055-99 Wisconsin Natural Resources- Wisconsin Department of Natural Resources

Pamphlets from national Resource Conservation and Development Councils and
reprints from Hoosier Heartland Resource Conservation and Development
Council work plan

Central Indiana Ozone materials from Rick Martin, Department of Public Works,
City of Indianapolis

Steve Hall's Power Point presentation on Upper White River Watershed Alliance

Indianapolis watershed 1999 summary

Reprints from COMPETE Study

New Economy Index reprint

appendix three (b)

INDIANA ECONOMIC DEVELOPMENT COUNCIL BREAK AWAY GROWTH - STRATEGIC PLAN (EXCERPTS)

Growth Booster #4: Leading the Way with Smarter Government

Wealth is created by the following equation: government performing exceptionally well + local leaders and sub-state alliances formulating and implementing development strategies to their full advantage.

Competitiveness in Context:

Free markets are becoming the preferred way of meeting the needs of consumers. This century has witnessed major experiments with alternative economic systems: socialism, communism and mercantilist capitalism (the Asian style). All have, or are in the process of, giving way to open free enterprise backed by governments that protect property rights and provide basic public services and infrastructure. In this new environment, governments must be bold and resolute, as well as lean and keen.

Since Indiana already values limited government, moderate tax, low debt and local initiative, it is in an excellent position to aggressively pursue “smarter government.” In particular, greater flexibility and a wider range of options are required to maximize the efficiency and effectiveness of government functions. For example, local governments are bearing the brunt of “fend-for-yourself federalism” and must cope with increased demands with fewer resources.

There is a need for increased authority and flexibility at the local level, especially with regard to fiscal home rule. Likewise, at the state level, a flexible, fast regulatory system could compel even more businesses to locate or expand in Indiana. Sub-state areas are now becoming the locus of competitive advantage. Indiana needs to be prepared to cope with multi-jurisdictional challenges and to seize the opportunities that cut across political boundaries. Multi-jurisdictional approaches to solving problems related to infrastructure, transportation corridors, environmental quality, workforce challenges and a myriad of other issues will be required to achieve economies of scale, efficient financing and coordinated responses.

Initiative #16: Increase the number of options for, and the flexibility of, raising local government revenue. The local government caps on the County Option Income Tax, the County Adjusted Gross Income Tax, and the County Economic Development Income Tax need to be raised. In addition,

other local tax options should be explored. The property tax rate limit for cumulative capital funds should be increased.

Initiative #17: Restructure local property tax limits to avoid penalizing growth communities. Growing communities need to be able to capture anticipated property tax growth and utilize tax collections to meet the additional demands for planning, infrastructure and municipal services that result from rapid expansion.

Initiative #18: Provide sub-county and county-level options to consolidate units and/or services of government (cities-towns-townships; cities-towns-county; county-county). This initiative would provide a new legislative framework to consolidate services or units of government more easily.

Initiative #19: Provide state funding to support sub-state and multi-jurisdictional growth and development strategies. This initiative would provide matching funds for voluntary sub-state and multi-jurisdictional planning, including the development of regional high technology strategies.

Initiative #20: Facilitate the simplification of regional boards and commissions to encourage regional development strategies that drive local projects and requests for state agency funding. At the same time, incorporate a "negotiated investment strategy" that coordinates funding priorities among state development agencies (e.g., Indiana Department of Commerce, Indiana Department of Natural Resources, Indiana Department of Transportation, and Indiana Department of Environmental Management). The state should offer technical assistance and new processes to address the proliferation of overlapping and redundant sub-state organizations.

Initiative #21: Establish a coordinated, automated one-stop permit process. The state would create an automated, permitting process linking all agencies that provide facilities-based permitting. Undue delays would be eliminated through simultaneous, rather than sequential review and approval.

Initiative #22: Fund the State Information Center as a line item and launch a pilot of the "Indiana Environmental Extension Network Model." The Center was established as a pilot project, and still continues under that designation. With requests now at 4,000 to 5,000 calls per month, it needs to be made permanent and enhanced through value-added Internet services. The Indiana Environmental Extension Network Model would provide businesses and municipalities with a Web-based backbone to enhance the transfer of information about regulations, technology, consultants and innovations.

Initiative #23: Co-locate and consolidate all state development finance functions under the Indiana Development Finance Authority. Reduce the number of grant-in-aid programs, move to higher leverage solutions, i.e., loans, loan guarantees and loan loss reserve pools, and move the programs to IDFA. Under this plan, IDFA would become the centralized organization for

all development finance – a reorganization that would increase expertise and achieve economies of scale.

Growth Booster #5: Creating Livable and Healthy Places to Live, Work, Play and Raise a Family Adding amenity value and a “sense of place” creates wealth.

Competitiveness in Context: The 21st Century will be about good places to live, not just good places to work. People will pay premiums to live in places that are safe, clean and in harmony with nature – communities that enhance the natural landscape, prevent pollution and are designed with convenience in mind. Skilled workers in high growth, high pay companies will demand good places to live. Indiana communities rank high on many quality of life indicators, but the state falls behind its peers in attaining environmental and health standards. The well-being of the state’s residents directly relates to the quality of environmental conditions, healthy lifestyles and related factors. A new emphasis on “sustainable economic development” can harmonize the supply of resources with the objectives of robust economic development. Many corporations are already expressing a commitment to this concept. Federal and foundation funds are available to assist Indiana if we choose to become a leader in this area.

We are all aware of the plight of the rain forests. Due to short-term policies and population demands, farmers in those areas raze forests on land that can support only a brief crop cycle. In Indiana, achieving a livable and high quality of life will require policies that address sustainable economic development concerns such as rapid non-metropolitan growth, the loss of farmland and the need for orderly urban redevelopment. In a recent statewide survey by Purdue University’s Cooperative Extension Service, two community issues stood out as priorities: 1) resilient, self-reliant, strong families; and 2) youth development. Increasingly, social and cultural goals must be integrated with economic aims.

Sustainable Economic Development (def.) Maintaining or improving the standard of living, agricultural yields and industrial productivity of the state without compromising life support systems that make those results possible. The life support system includes: safety and security, natural resources, training and development, economic opportunity, and quality healthcare and housing. Recognizes that some things must grow, e.g., jobs, productivity, wages, capital, savings, profits, information, knowledge, education and community trust. Other undesirable factors must not grow and will preferably decline, e.g., pollution, waste and poverty.

Initiative #24: Further the work of the state's Farmland Preservation Task Force, as related to urban redevelopment and non-metropolitan growth. Review the work of the task force; thoroughly examine relevant laws, policies and regulatory practices; and act upon recommendations, as appropriate.

Initiative #25: Expand tax increment financing for a variety of community development and environmental applications. TIF would be expanded to allow creativity in financing downtown redevelopment, purchasing delinquent properties and remediating contaminated sites.

Initiative #26: Create an aggressive brownfield development incentive package. This proposal calls for developing a package of incentives adequate to spur a major clean-up initiative over the next five years.

Initiative #27: Create a state-level "Sustainable Economic Development Corporation" to invest in and provide technical assistance to local areas seeking to link development related to the economy, the environment, recreation and conservation. This private or public-private entity would: 1) provide planning services, act as a developer for communities, provide on-site consultation, and educate civic leaders in planning, negotiation and conflict resolution;

2) encourage recreational development in public facilities, utilizing public-private partnerships, as appropriate; and 3) provide expertise in conservation and ecological planning.

Initiative #28: Provide for performance-based pollution prevention tax credits that would sunset in five years. The General Assembly has considered pollution tax credit legislation for the past three years. The basic idea is to provide an investment tax credit to manufacturers that invest in new equipment and practices that reduce waste and minimize toxic emissions.

Initiative #29: Coordinate a statewide Geographic Information System. This initiative would call for creating a statewide clearing-house; managing it through a coordinating council; and linking the GIS efforts of state agencies with local governments, universities and private consultants.

For the complete report or for more information contact:
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appendix - three (c)

METROPOLITAN GROWTH ALLIANCE - GREATER CINCINNATI (EXCERPTS FROM THE GREATER CINCINNATI METRO REGION RESOURCEBOOK*)

The Metropolitan Growth Alliance was launched in 1997 by a group of business and community leaders to promote regional cooperation in the Greater Cincinnati metro region. From its start, the alliance set out to be a catalyst in uniting the thirteen county tri-state area into a more cohesive metro region.

Why the effort? Because of a growing conviction that as our economy becomes more global in scope, events in Moscow or Tokyo or Mexico City or Charlotte or Raleigh or Atlanta directly affect our fortunes throughout Greater Cincinnati. And to compete effectively in this new world order, we must see ourselves as a regional whole. Regions - not the cities or suburbs within them - will be the key players in the economic sweepstakes of the new global economy.

The Alliance commissioned Michael Gallis & Associates of Charlotte to do an "opportunity analysis" of our community. In this Resourcebook we present his portrait of the metro region, reflecting more than a year spent gathering facts, listening to citizens and assessing challenges and opportunities. We hope this document provides a tool for creating a shared understanding of our metro region's competitive position in the new global economy and for pursuing a common vision.

We live in a unique place possessed of all the resources needed to make this an envied metro region in the next millennium. Greater Cincinnati has a magnificent collage of environmental treasures, a stable and diverse economy, the best airport in America, a rich array of arts, cultural and sports institutions, historic architecture and powerful and diverse educational resources. The range, richness and diversity of these assets make Greater Cincinnati one of the most livable communities in America. It may be reasonably asked why, in light of this inventory, we should do anything differently.

Greater Cincinnati does not exist in isolation or in a frozen frame of time. One answer is that other American cities, including our nearby neighbors, seek to compete on the world stage at our expense. For example, we find

ourselves hampered by our own fragmentation into more than 340 political and institutional jurisdictions, complicating our ability to respond to competitive challenges. As we see it, the most important theme emerging from this study of our region is that we need to deal aggressively with our fragmentation so that the whole is indeed greater than the sum of its parts. You may not like everything you read in this report. You may find parts of it disturbing, even threatening. We asked Michael Gallis not to sugar-coat his assessments. He has obliged us with honesty and candor.

This Resourcebook is not a "vision" for the future. It is not a blueprint or a strategic plan. But it does contain the information and ideas on which we need to come together to make sure that Greater Cincinnati continues to be a place that companies, jobs and people come to -a wonderful place to call home. There is much to be done to capitalize on our vast, diverse resources and our many exciting opportunities. We hope you will join the legions of "boundary crossers" who are already committed to the cause of regionalism.

TRADITIONAL REGIONAL FRAMEWORK

- Based on various local, state and national political boundaries
- Emphasizes jigsaw pattern of jurisdictional boundaries and areas
- Treats the various jurisdictions as separate and functionally independent units
- A barrier to creating multi-jurisdictional metro regional policies, planning or development initiatives
- A static framework creating a fixed frame of reference for local, metro or regional governments or coalitions

NEW CONCEPTUAL FRAMEWORK

- Based on the pattern of social and economic connections and linkages
- Emphasizes the network of interactions of people in metro regional areas
- Treats the metro region as a single functional whole
- A tool for creating multi-jurisdictional metro regional policies, planning or development initiatives
- A dynamic framework providing an active context for local, metro or regional governments or coalitions

SEEING THE REGION

Effectively planning for the future of the Greater Cincinnati metro region requires looking at the region in a new way, approaching problems in a new way and operating within a "new conceptual framework."

This new framework creates a way to view the Greater Cincinnati metro region as a pattern of continuous activities - one place - where the whole area benefits from each of the parts and each of the parts benefits from the whole. It is a way of looking at the metro region's assets, its challenges and its opportunities based on functional realities.

The traditional framework was a map showing the location of counties, cities and roads, each indicated as a separate unit. The new conceptual framework describes the actual pattern of functional connections and flows across traditional boundary lines. Today a new conceptual framework is necessary because we are living in a revolutionary period in human history. The last decade brought significant changes in the global political structure which have resulted in the emergence of one vast interconnected global marketplace. Because of these changes, national borders are less relevant than ever before. Metropolitan regions have become the foundation units of global economic activity and key linkage points in the global network.

In addition, increased urban population growth has spread across jurisdictional lines and transformed cities and counties around Cincinnati into a continuous pattern of social and economic activity. This has created the need to see the entire pattern of the metro region as a single integrated pattern. The pattern of the metro region is not static but is instead constantly shifting and changing. Building a framework that allows us to see the parts of a metro region as a whole allows us to plan, regulate and invest in the metro region as a whole.

This Resourcebook is designed to explain how a new conceptual framework provides Greater Cincinnati with an understanding of how the metro region fits in the changing global network and the evolving North American pattern. It makes clear the ways in which various communities in the metro region fit together and the effects they have on each other. An understanding of the resources in each of the urban systems that comprise the metro region coupled with an understanding of opportunities and challenges completes the framework necessary to compete in this time of sweeping global change.

THE MISSION: TO SERVE AS A CATALYST FOR THE REGION'S INDIVIDUALS AND ORGANIZATIONS TO ACT TOGETHER IN MAKING THE 13-COUNTY GREATER CINCINNATI METROPOLITAN REGION GLOBALLY COMPETITIVE, BOTH ECONOMICALLY AND IN QUALITY OF LIFE.

SPONSORED BY: THE METROPOLITAN GROWTH ALLIANCE - WAS LAUNCHED IN 1997 BY A GROUP OF BUSINESS AND COMMUNITY LEADERS TO PROMOTE REGIONAL COOPERATION IN THE GREATER CINCINNATI METRO REGION. FROM ITS START, THE ALLIANCE SET OUT TO BE A CATALYST IN UNITING THE THIRTEEN COUNTY TRI-STATE AREA INTO A MORE COHESIVE METRO REGION.

Funded By: Greater Cincinnati Foundation • Cincinnati Enquirer • Cinergy • Corporex Companies, Inc. • Fifth Third Bancorp • Greater Cincinnati Chamber Of Commerce • Huntington Banks • Metropolitan Club • Ohio National Financial Services • The Procter & Gamble Co. • Scripps Howard Foundation • Tri-County Economic Development Corporation

Prepared By: Michael Gallis & Associates: A Planning And Design Firm Specializing In Positioning Cities, Regions and States in A Global Framework.

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appendix - three (d)

FISCAL DISPARITIES ACT - TWIN CITIES REGION - MINNESOTA

How fiscal disparities work

The 1971 fiscal disparities act--officially known as the Charles R. Weaver Revenue Distribution Act, in honor of the late Anoka legislator who authored it--was designed to lessen differences in tax base among Twin Cities area communities. It allows all communities in the seven-county metro area to share part of any commercial-industrial (C-I) tax-base growth anywhere in the region. The idea grew out of a 1968 Citizens League committee studying tax disparities.

Here's how the program works:

Communities contribute 40 percent of their C-I tax base growth since 1971 to a regional pool. (Excluded from this base is the airport, property within tax-increment finance districts established before Aug. 1, 1979, and property in the city of Sunfish Lake, which is ineligible to participate because it excludes C-I development.)

Each community then receives back a portion of the pool based on its relative shares of population and tax base. Communities with relatively poor tax bases per capita receive more from the pool than they contribute. Those with relatively wealthy tax bases per capita contribute more than they receive. There is a one-year lag in the C-I property values and property tax rates used to figure tax-base sharing. For taxes payable in 2000, the amount of tax base shared is based on C-I property values and property tax rates from the 1999 tax year. The shared tax base is adjusted for any changes in class rates in effect for tax year 2000.

Taxes generated by the property-tax pool are collected through an area wide tax paid on the shared portion of each C-I property. The funds are then distributed to cities, counties, school districts and special districts according to the amount of shared tax base each unit was assigned.

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National interest in tax base sharing

Over the years, Minnesota's fiscal disparities law has attracted national attention. Regional tax base sharing plans patterned after the Twin Cities have been discussed in a number of metropolitan areas, including Baltimore,

Chicago, and Detroit. Next to the Twin Cities, New Jersey's Meadowlands District is probably the most extensive regional tax base sharing program. Municipalities in the region contribute 40 percent of the growth in their property tax base over the base year of 1970 to a regional pool. Funds from the pool are then distributed according to the number of schoolchildren in each community and the amount of property the community has inside the Meadowlands District. The program has been praised for helping support a regional approach to land use planning that successfully protects marshlands in an area facing heavy development pressure.

While both the Twin Cities and Meadowlands programs provide for tax base sharing, several other regions have revenue sharing agreements designed to achieve fiscal balance and promote regional goals. For example, Montgomery County, Ohio operates a small, voluntary revenue sharing program as part of a regional economic development program. Participating municipalities are eligible to receive economic development grants in return for agreeing to share a portion of increased property and income tax revenues. While the program has been successful in promoting a regional approach to economic development, the revenue sharing element is largely symbolic and involves a very small portion of each community's revenue growth.

-- by Citizens League Research Associate Dave Chadwick,
(dchadwick@citizensleague.net).

From the February 2001 issue of the Minnesota Journal.

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Appendix four

MEETING MINUTES

MEETING ONE

February 5, 2001
City of Lawrence Government Center

Committee
Members present:

Joseph Slash
Nancy Ainger
Trent Bennett
Amy Canute
Mike Dearing
Ron Deer

Noel Duerden
Steve Engelking
Joanie Fitzwater
Tina Jones
Brad King
Jim Klausmeier
R. Mark Mills
Anna Pea

David Post
Aaron Reynolds
Chuck Ricks
Mike Rogers
Mildred Wilkins

Others present:

Randy Scheidt
Kelli Hahn

Staff Present:

Keith Holdsworth
Kevin Gross
Dennis Slaughter

Committee Chairperson, Joseph Slash, introduced himself and gave an overview of the purpose of this committee. He asked the members and guests to introduce themselves and tell what they each wanted to accomplish with the committee. Steve Engelking suggested that another representative be added from Hamilton County. After each participant spoke Mr. Slash asked Dennis Slaughter to review the Comprehensive Plan and the work plan for the committee.

Mr. Slaughter gave some history of previous comprehensive plans for Indianapolis and Marion County. He explained the values-based approach of this effort and the public involvement components already completed. He also reviewed the Indiana statutory requirements for comprehensive plans. Committee members asked for clarification of the entire issue committee structure and if the Regional Center Plan would have similar committees. Mr. Slaughter noted that there were a total of 8 committees, with each having 30 or more members. He explained that each committee chair would also join the 35 member Steering Committee. Keith Holdsworth explained that the update of the Regional Center Plan (downtown) is about 6 months behind the planning for the county.

Mr. Slaughter asked the committee to become familiar with the questionnaire responses gathered in the town hall meetings and through the project website. He noted that many of the voluntary responses indicate public concerns for regional issues. He asked the committee to suggest other regional issues. The committee offered the following suggestions and observations;

- Land use standards should be included, where land use plans in one county affect the neighboring counties.
- The committee needs a listing of the existing regional groups to gain an understanding of what each does. These include the Central Indiana Regional Citizens League, Hoosier Heartland Resource Conservation and Development Council.
- The C.O.M.P.E.T.E. Study should be made available to the committee

- The committee should consider the issue of farmland preservation and protection since all the surrounding counties include significant amounts of active farming. These issues include the economic impacts and the effects of urban growth on farmers who have a right to farm.
- The current consultant report for an Economic Base Study will be important to this committee.
- Economic development is now seen as based on a regional area. This committee will need to be aware of that upcoming visioning and strategic planning effort
- A comprehensive plan that is too lofty can be open to interpretation. One that is too narrow will not help the city's responsiveness to changing conditions.
- What will the change in ownership of the Indianapolis Water Company mean to the growing suburban areas that are served by this utility?
- There are multitudes of private and public sewer utilities that do not coordinate their plans with each other or any overall-planning agency.
- What is the region's identity? What does this mean to a regional approach to planning? How is the rural/urban edge defined?
- Geographic Information Systems (GIS) must be included in a regional plan and can be especially valuable to economic development. A regional approach would make these systems more affordable and make compatibility more likely. Public investment is needed.
- Air quality is now more of a concern for the entire 9 county area.
- Housing affordability and accessibility to housing are important in the region. Jobs are being created where some people cannot reach them.
- Tax incentives should be evaluated for their effect on regional development. Development on the edges of counties will benefit nearby jurisdictions and should be considered in tax incentives. Likewise some institutions that are property tax exempt (i.e., hospitals) will provide benefits to a large area. Intergovernmental cooperation is needed.
- Major retailers seem to be moving farther out of established areas, resulting in deterioration of those areas. Infill and reuse planning are needed for the older areas.
- Good plans from this area should be examined.

Mr. Slaughter asked the committee to review the written materials before the next meeting. He noted that the current plan update is intended to be more "user friendly" in its final form, including text and electronic forms. He also explained that there is a youth component to the comprehensive plan. The Corporation for Educational Communications has arranged for projects with six area high schools. He will give the committee updates on this activity.

Ron Deer encouraged the committee to become aware of the Central Indiana Regional Transit Alliance (CIRTA), which will have a meeting February 15 in the Board Room of the Indianapolis International Airport. He noted that CIRTA is regionalism in action to explore transit needs.

Trent Bennett offered meeting space for the 3rd meeting in AmeriPlex in Decatur Township. The meeting adjourned at 5:00 PM.

MEETING TWO

February 26, 2001

Hoosier Heartland Resource Conservation & Development Council

Committee

Members present:

Trent Bennett
Amy Canute
Mike Dearing
Ron Deer

Mark Demerly
Noel Duerden
Steve Engelking
Rebecca Fletcher
Tina Jones
Lee Lewellen

Anna Pea
Aaron Reynolds

Others present:

Steve Hall
Rick Martin

Don Knapp
Norman Pace

Staff Present:

Keith Holdsworth
Dennis Slaughter

Dennis Slaughter introduced himself as lead planner for the committee and asked committee members and others to introduce themselves. He then asked if any one had corrections or changes to the minutes of the first meeting of the committee on February 5, 2001. No corrections or changes were requested. Mr. Slaughter explained that the purpose of the second meeting was to explore the regional aspects of natural resources and environmental issues.

Steve Hall introduced himself as a principal in the consulting firm Goode and Associates. He described how river basins and watersheds are defined nationally. He explained the application of basins and watersheds to central Indiana. He then described the characteristics and rapid urbanization of the Upper White Rive Watershed.

Using a handout and a Power Point presentation, Mr. Hall explained the mission of the Upper White River Watershed Alliance: "To improve and protect water quality on a local watershed basis by consolidating data, integrating planning and priorities, and encouraging the development of smaller watershed partnerships that can more efficiently implement projects and plans within the larger Upper White Region." He noted that the alliance is led by locally elected officials and staff to provide basin-wide coordination. He described the approach of the alliance is to be proactive and the alliance's recognition that land use is the primary factor affecting water quality. He also observed that larger jurisdictions tend to have more experience with such environmental compliance and can share this experience with smaller jurisdictions.

He noted the need for regional coordination. The alliance offers a forum for comparing individual capital improvement plans and environmental compliance plans. He noted the State and Federal mandates for long term plans for combined sanitary-storm sewer overflows and storm water to improve surface water quality. He explained the relationship to drinking water. He also explained that state regulations could require limitations on growth and development in the region. This is due to current levels of water quality impairment of streams in the region.

Dennis Slaughter explained how watershed coordination teams have been operating in Marion County. For the past several years these inter-departmental teams have acted to facilitate complaint handling and improve enforcement and long range planning. He suggested that this team coordination would be very valuable to other jurisdictions in the region. He noted that this is important due to the multiple uses that must be made of stream valleys and drainage systems. He

also noted that most jurisdictions now require storm water detention plans in the design of new developments. He offered that little coordination happens between jurisdictions that could allow fewer and larger detention facilities that could improve water quality.

Mr. Hall and Keith Holdsworth explained several aspects of groundwater and wellhead protection in Marion County.

Rebecca Fletcher presented the organization and work of the Hoosier Heartland Resource Conservation and Development Council. She presented an overview of the RC&D program nationally and in Indiana. For over 20 years this organization has been carrying out projects that help people care for, conserve and protect the natural resources in a way that improves the economy, environment, and living standards in Central Indiana. The council is made of 30 representatives of sponsoring organizations, which are County Commissioners, Soil and Water Conservation Districts, and Extension Service from 10 counties which make up the RC&D area (Boone, Brown, Hamilton, Hancock, Hendricks, Johnson, Marion, Monroe, Morgan, and Shelby Counties). These representatives direct the activities of the RC&D.

She explained that the Hoosier Heartland RC&D Council is a 501c3, not for profit, volunteer-based organization that is funded through grants, registration fees, and publication sales. She then explained how the HHRC&D leverages federal funds and uses many experts to balance natural resources and economic development objectives. She gave the example of a recent land use planning conference in Shelbyville. The Council assisted the local government agencies with planning and organizing the educational workshop, which had a nationally known speaker. She touched upon various projects within the Council's 2001-03 work program. Projects and activities are usually organized on a regional basis since many of the counties share common resources and problems. She noted that the council receives requests for new projects from many entities within the multi-county area and the work program reflects the response to those needs.

Dennis Slaughter commented that the Council's educational workshops are of much value to lay people, who serve on public boards and commissions, especially because the workshops are offered nearby at either no cost or low cost.

Rick Martin, City of Indianapolis Environmental Resources Management Division, explained that his agency does not have a regional jurisdiction. He explained that two regional air quality issues are ozone and particulate matter. He pointed to a map that showed existing air quality monitoring sites, which include seven sites outside Marion County. He noted that air quality problems are of greater concern and the solutions are taking on regional and multi-state dimensions. He pointed to the trend in vehicle miles traveled and the contribution that vehicles make to both ozone and particulate matter.

Mike Dearing explained the efforts of the Metropolitan Planning Organization to provide alternatives to single occupancy vehicles and to reduce traffic congestion. Mr. Martin described the city's educational efforts under the KNOZONE awareness program, which has been operational for five years. He explained an upcoming free gas cap replacement program that will help to reduce fuel

emissions from leaking caps. He noted that such voluntary programs might become mandatory if pollution is not controlled. He also noted that these are regional problems. Ron Deer observed that some outlying towns already have high ozone readings despite their rural settings.

Mr. Martin explained that ground level ozone has serious health effects and causes plant degradation. He explained some of the current debate of the ozone levels that cause health problems. He noted that central Indiana still has air quality problems, even if the federal standards would be modified.

Dennis Slaughter commented that some regions, such as Atlanta were threatened with the loss of federal transportation funding because of air quality compliance problems. Mr. Martin commented that failure to meet federal standards could discourage economic development by limiting the establishment or expansion of new businesses.

Mr. Slaughter informed the committee of a supplemental meeting that is part of the Issue Committee phase. On Wednesday March 21, 7:00 PM, a meeting will be held at the Warren Branch of the Indianapolis-Marion County Public Library. This meeting will allow citizens to receive updates on the eight committees and also to discuss other issues of concern.

He then asked the committee to suggest some goals for the issues presented in the second meeting.

- Air quality - need to pursue alternatives to automobiles (single occupancy vehicles)
- Air quality - need to encourage jobs and homes to be closer
- Encourage more interconnections of communities, including bicycles, pedestrians
- Encourage mixed use developments
- The Metropolitan Development Commission needs training on environmental impacts in development
- The plan cannot wait 20 years. There is a need for short-range fixes that will help these long-range problems
- Coordinate the land use plans of neighboring jurisdictions
- Education is needed, must catch up with these planning issues
- A list is needed , "crisis list" of the top issues (environmental and growth) that most affect this region

The committee agreed that another session is needed to explore these regional environmental and natural resources issues. Dennis Slaughter offered to arrange the third session to continue these themes and to include a development coordination exercise. The meeting will be on Monday March 19 in the Ameriplex Commerce Park in Decatur Township. The meeting adjourned at 5:40 PM

MEETING THREE

March 19, 2001

Indiana Department of Revenue 5252 Decatur Blvd. Suite R

Committee Members present:

Trent Bennett
Amy Canute
Ron Deer

Noel Duerden
Rebecca Fletcher
Jim Klausmeier
Robert Kleinops
Don Knapp

Anna Pea
Aaron Reynolds
Mike Rogers
Lou Zickler

Staff Present:

Keith Holdsworth
Kevin Gross
Dennis Slaughter

Dennis Slaughter presented an exercise for the purpose of identifying typical problems and challenges when new development occurs at the edge of one or more local government jurisdictions. He gave the overview of a 200-acre site that was proposed for residential development. The committee was arranged into three groups that explored development impacts on Public Safety, Transportation and Infrastructure; and Neighborhood, Schools and Libraries. The committee then spent 45 minutes discussing this hypothetical project as it would affect these issues. The groups then reported their results to the whole committee.

Public Safety

What are the public safety implications of this project?

- Response time for fire, police and ambulance
- Access - The railroad poses conflicts for public safety services
- Fire hydrants will be needed to serve the new homes
- Road conditions, widen and improve roads or build new roads
- Who will pay for services? Who will be reimbursed?
- Drainage changes could lead to flooding
- Staffing, capacity of the fire and police agencies
- Multi-jurisdictional planning should be up-front, assess the capabilities and interests of the affected agencies

Which public safety agencies are most directly affected?

- Augusta County's fire, police
- Whoever provides the services, depending whether there is a service agreement with the Town of Carlyle all agencies could be affected

Which agencies should receive notification of the for the rezoning and subdivision public hearing?

- Augusta and Beecher Counties (highway departments, police and fire)
- All the county drainage boards
- Dawson County would not need to be notified. The committee felt that this county would not involved with this project. The lack of a bridge over the creek makes this county less involved.

Neighborhood, Schools and Housing

What are the impacts on surrounding property owners?

- The impact will vary depending upon the density of the development
- Traffic will increase

- The demands upon public safety agencies will increase and this could have an impact on the surrounding property owners
- The project may increase development pressures on existing farmers. This would be good for those that want to sell their land but bad for those that want to continue farming. The latter group can expect conflicts with the new neighbors.
- Drainage changes could impact surrounding owners
- Sewer service could be provided by the developer or by the Town of Carlyle
- More customers for the businesses in Carlyle

Who should receive notification for the rezoning and subdivision public hearing?

- All the agencies that receive current notice should continue to receive it.
- A "courtesy notice" should be sent to the Town of Carlyle, downstream property owners, neighboring schools. This letter would say that the developer wants to work with these parties.
- A sign posted on the site would be helpful; it should be large enough to be seen from automobiles....

How would this project affect public schools and libraries in the host county? How might the project affect public schools and libraries in the neighboring counties?

- Impacts on the schools will vary by the number of children in the new development.
- The host county (Augusta) must serve the public school students. The impact will be immediate with any new households with students who will attend these schools.
- Library patrons will tend to go to the most convenient library, which is in the Town of Carlyle.
- Augusta County's library would gain more tax revenue. This system may not see lots of new patrons due to the distance of their facility relative to the new residents.

Transportation and Infrastructure

What are the transportation impacts of the project?

- More traffic.
- Two options are available:
 1. The road to the east could be improved. This requires a new bridge over Hatcher Creek. The gravel roads in Dawson County would have to be paved. The railroad overpass would have to be widened.
 2. The road to the south would be improved. A bridge over the railroad should be built.
 3. Turning lane improvements would be needed in either case at US245 to accommodate increased traffic.
- The key to these solutions is to show that there are mutual benefits to all three counties when these improvements are made. Improved access through Dawson County would enhance development there. The Town of Carlyle would benefit from new development in the nearby counties.

How should water and sewer services be planned to serve this area?

- The Town of Carlyle will have increase customer base for water and sewer services.
- The property developer will have to extend these utilities to the site. An allowance for "recoupment" of that investment would be normal.

How might drainage be affected by this new development?

- There is flooding potential on the creek, depending on the Augusta County drainage ordinance. It is up to the local government to determine storm water design standards and procedures.

- All three county drainage boards should be notified and also the town if it has a drainage review authority.

Which agencies should receive notification for the rezoning and subdivision public hearing?

- Dawson County and Beecher County agencies, the Town of Carlyle and the state department of transportation.

Mr. Slaughter then asked the committee to suggest some goals that relate to these issues. The committee offered the following responses:

1. Provide incentives to develop on or near existing infrastructure. These could include a faster approval process and less red tape.
2. "Mixed use" developments (should be encouraged) to reduce the number or necessity of automobile trips. Home occupations would allow this.
3. Regional planning is needed to improve coordination and maintain a "conversation" between adjoining jurisdictions. There is a need for cross-jurisdictional geographic information systems. Local leaders need ongoing education about planning and coordination issues.
4. Mixed density residential is desirable.
5. The redevelopment of existing cities and towns will put less pressure on rural areas.
6. The state government should evaluate the impacts of its road and economic development projects on rural areas
7. Regional coordination of utility extensions.
8. Agricultural zoning is needed in the region
9. The committee should look into the CIRCL Land Use and transportation Vision Plan's concept. This includes 7 points about better land use planning.
10. Geographic Information Systems are needed regionally. This would include computer modeling and cross-jurisdictional information.
11. Decision-makers need more education in planning and land use.

MEETING FOUR

April 9, 2001

Town of Cumberland - Municipal Building

**Committee
Members present:**

Joseph Slash
Mike Dearing
Joanie Fitzwater
Eleanor Granger
Kelli Hahn

Tina Jones
Jim Klausmeier
Robert Kleinops
Don Knapp
Mark Mills
Gary Mithoefer
Norman Pace

Anna Pea
Aaron Reynolds
Mike Rogers
David Smoll
Mildred Wilkins
Lou Zickler

Others present:
John Harrold

Staff Present:
Keith Holdsworth,
Kevin Gross
Dennis Slaughter

Joseph Slash convened the meeting and asked those present to introduce themselves. John Harrold, President of the Cumberland Town Board, welcomed the committee to the Town of Cumberland. Mr. Harrold pointed out the various intergovernmental coordination issues that the town faces, given its location in three school districts, two counties and three fire districts.

Mr. Slash asked if there were any changes or corrections to the minutes of 3-19-01. No one asked to make changes.

Dennis Slaughter explained the purpose of the meeting as the need to review previously identified planning issues and to clarify how these may have local, regional or a combination of impacts. He referred to a four-page matrix that had been mailed to the committee. He asked each of committee to review these issues at one of three tables. One table was to review issues of Transportation and Governmental Capacity; (this table also looked into Growth Management Issues). A second table was to review issue of Information and Communications and Parks and Greenways (This table also looked at Growth Management Issues.) The third table was asked to review issues of Environmental and Natural Resources. The three groups worked on their assignments for approximately one-hour and then reported to the entire group.

Transportation

- A regional transit authority is needed. Transit needs to be convenient; "seamless" with all parts coordinated. This should avoid long waits and include express routes.
- Need to do research if state law allows multi-county sales tax / motor fuel tax.

Governmental Capacity

- There is a need to expand the capacity of governments to do regional coordination
- There is a need for better training of elected officials, advisory boards and commissions and public staff. Some form of a regional "think tank" or academy is needed to do research and training.
- There is a need for continuity in public administration and professional staff to maintain a regional focus, as there is turnover in elected officials.

- Employers should assist their employees with finding housing near the workplaces.
- There is a benefit in joint planning districts, example: Carmel-Clay Township in Hamilton County. A Town of Avon-Washington Township planning commission is being investigated in Hendricks County.
- Indiana should investigate allowing cities to establish a city manager form of government

Information and Communications

- There is a need for regional mechanism to fund, manage, update and maintain geographic information systems. These systems need to be compatible with each other.
- There is a need for regional compatibility of emergency communications (police, fire) and a regional map of service providers (police, fire, taxis)
- Incentives should be provided to promote cooperation among governmental agencies
- Regional GIS could be used to update census-type data uniformly and annually. This needs to be done more often than the Census. Information could be used to test development impacts.

Parks and Greenways

- Regional parks could be looked at statewide to find gaps. Regional parks could be funded "regionally" either through user fees, etc.
- Local parks should be involved
- Joint park and school sites at a local level. Communities should cooperate with other entities to create community-friendly parks
- Public buildings could be used for park land and open space, example Avon's Town Hall
- Brownfield and landfills could be converted to parks
- Farmland Preservation
- The State of Indiana needs to take the lead / initiative, the issue is politically charged
- Private land trusts may be helpful for this. (See example of Lexington KY horse farms using purchase of development rights)

Environment & Natural Resources

- Lighting has some regional concerns, although is mostly a local issue. New facilities near borders may have larger impacts and need inter-governmental coordination
- A "model policy" could be developed among regional governments for noise and lighting. This would be more workable than each government's attempt to create its own codes. These codes are very technical. These standardized codes would be more practical and must reflect national standards for measuring effectiveness.
- Other similar or peer communities should be investigated, such as Charlotte-Mecklenburg North Carolina. (This metropolitan area was cited as having strong regional planning.)
- Mining noise may affect a large area, including several jurisdictions
- Many people are unaware of the appropriate agencies that deal with water quality, flooding and drainage maintenance. Much better public education is needed throughout the region. (Indiana Farm Bureau has developed good materials about drainage laws)
- Towns and counties must cooperate in the approval of new projects to avoid negative impacts of new development on drainage systems and flood control.

- Better communications are needed among state and local governments to prevent problems such as flooding & "fish-kills". This can include geographic information systems to document risk areas, stream monitoring locations and better exchange of stream data. This will help to have better predictions of flood events. State, local and federal (USGS, etc.) agencies should improve the sharing of data.
- Regional well head protection should occur sooner than later.
- Regions that have better knowledge of their natural systems and infrastructure will be more competitive, more attractive to high quality development
- Governments must ensure that their staffs and officials have time to pursue coordination activities with other governments.
- Geographic information systems should be free to all users. Subscriber fees do not work and have proved counter-productive.
- Water resources need to be managed in the region. This area has good resources while many other areas are running out of water.

Other Issues that should be included:

- Regional well-head protection
- Prevention of sewer infiltration
- View-shed protection, this may apply to both urban and rural locations. This is more of a problem now with new communication towers.
- Solid waste disposal is a regional need
- Rail passenger and rail freight services, should be expanded and improved.
- Airports
- Some major intersections are special opportunities for intergovernmental coordination

Dennis Slaughter informed the committee of a youth component of the Comprehensive Plan Process. Three schools are working with the Corporation for Educational Communications in projects related to the Comprehensive Plan. Noblesville High School has chosen topics that relate to regional planning and cooperation. He will give updates of this process to the committee.

He also asked if several members could review the revised list of issues and draft goals before the next meeting. He noted that the next meeting will include the refinement of issues into goal statements and a comparison of draft goals with the Central Indiana Regional Citizens League's Land Use and Transportation Vision Plan points. A summary of those points was distributed.

Mr. Slaughter reminded the committee that the next meeting would be Monday April 30 at the Southport Branch Public Library at 3:00 PM. The meeting adjourned at 5:10 PM.

MEETING FIVE

April 30, 2001

Southport Branch - Indianapolis Marion County Public Library

Committee
Members present:
Joseph Slash
Ron Deer
Rebecca Fletcher

Eleanor Granger
Jim Klausmeier
Don Knapp
Mark Mills
Gary Mithoefer

Mike Rogers
Lou Zickler

Staff Present:
Keith Holdsworth
Kevin Gross
Dennis Slaughter

Chairperson Joseph Slash convened the meeting and asked if anyone had changes to the minutes of the 4-9-01 meeting, which had been mailed to the committee. No one asked for changes to minutes.

Dennis Slaughter distributed several articles and other handouts. He asked the members to review the revised matrix of regional planning issues and suggest additions or changes.

Mr. Slash raised a question whether public school funding was a regional planning concern. One suggestion was that there might be better alternatives such as removing schools from property tax levies and to use income or other tax support. It was pointed out several municipalities in the region have more than one public school district within the municipal borders. It was suggested that Marion County has its own need for better inter-school cooperation given the 11 public school districts inside the county. Others suggested that schools should cooperate on their purchasing activities. The committee discussed the effects of school districts

Mr. Slash pointed out that local governments, such as school corporations, cannot move their revenues among the major budget categories (operating, capital etc.) This lack of flexibility causes a disparity in the age and quality of school facilities. It was suggested that education concerns should include work force preparation, adult post-secondary education and lifetime learning. Others questioned if the Cultural, Social and Educational Issues Committee was preparing recommendations on school funding. Staff indicated that they would get more information on that question.

The committee reviewed the other issues in the revised matrix. Parks and greenways were discussed. The role of private land trusts was talked about as a method of open space preservation. Regional cooperation was supported for greenway corridors along major streams such as White River.

It was suggested that the Metropolitan Planning Organization (MPO) model might have benefits for other types of inter-governmental cooperation. Another observation was that other types of regional cooperation could follow the example of the Central Indiana Regional Transit Alliance as a voluntary group that has staff support from the MPO.

"Gateway corridors" were noted as an important regional concern for major roads leading from the urban fringes to the urban core. Examples cited were I-65 from Columbus northward into Marion

County, US 31 in northern Marion County and Hamilton County, the historic National Road (US40) and "Maple Road"/ 38th Street. Members noted the value in having an overall vision / plan for these corridors.

The committee discussed the need for a regional legislative agenda, noting that many regional initiatives would require state enabling legislation. It was also noted that congressional and state legislative districts would affect how the region is represented.

The committee discussed more uniformity in local ordinances for lighting and signage. Problems occur when a town or city annexes unincorporated areas that were previously governed by counties. Annexation laws and food and beverage taxes were also cited as concerns of suburban towns.

The need to act on regional coordination was stressed given the rapid pace of development in and along the outer edges of Marion County. The committee agreed to look closely at the Central Indiana Regional Citizens League Transportation and Land Use Vision Plan at its next meeting. It was pointed out that private sector organizations must show leadership in promoting regional goals to the general public. An educational effort about common regional interests must be sustained by an entity other than government.

Dennis Slaughter presented a handout on the format that each issue committee is using to develop goals, standards and recommendation. He briefly reviewed a sample of three goal groupings and draft language. He asked the committee to be ready for the next session when goal writing will occur. He reminded the committee that the next meeting would be on Monday May 21, 3:00 PM in the Town Hall of the Town of Cumberland. The meeting adjourned 5:05 PM

MEETING SIX

May 21 2001

Town of Cumberland - Municipal Building

**Committee
Members present:**

Ron Deer
Mark Demerly

Rebecca Fletcher
Tina Jones
Gary Mithoefer
Norman Pace

Anna Pea
Mike Rogers
Lou Zickler

Staff Present:

Kevin Gross
Dennis Slaughter

Dennis Slaughter welcomed the committee and asked for comments on the draft minutes of the April 30, 2001 meeting. One correction was noted and the minutes were approved. He asked the committee for its preference on making a change of the planned 8th meeting. It was agreed that Tuesday, July 10 would be the new meeting date in the City of Lawrence, Sterrett Senior Center, 8950 Otis Ave. The same 3 PM meeting time would remain. Mr. Slaughter also reminded the committee that the next meeting would be June 11 in Hoosier Heartland Resource Conservation and Development Council office.

Lou Zickler suggested that it was very important for regional economic development studies to include data on the number of households. He commented that households and building permits are key determinants of growth.

Mr. Slaughter explained the format of goals, recommendations and standards and referred to the First Draft dated 5-21-01. The committee discussed these points under each draft goal.

Maintaining a Vibrant Regional Economy.

- Add a recommendation "Develop parkways, greenways and open space areas as economic development assets for the region."
- Add a recommendation "Reduce commute times throughout the region"
- Zoning enforcement and building code enforcement has an effect on the regional economy. The effectiveness of code enforcement could possibly performed better in a smaller area. Where communities can do their own enforcement they should be able to do so.
- Community image suffers from blight, building maintenance
- Developer commitments need to be enforced
- There is a regional problem with sign enforcement including real estate signs, builders' signs, billboard signs and abandoned signs
- Develop design standards for regional transportation corridors (examples: US40 & Rockville Road)
- Add to the GIS recommendation "follow the standards of the Indiana GIS Council"
- Add land use "policies" to standards for land use maps.

Enhance the Regional Coordination of Public and Private Infrastructure Planning

- Comment on #5, Energy concerns that large parking lots, especially in large retail centers, should be decreased and the space rearranged to allow higher density development. The
- Add to land use mapping standards "enforcement for stream valleys and transportation corridor", not just look at them
- Add "streamline governmental approval processes that support regional objectives"

Develop Transportation Choices That Enhance Both Individual And Community Mobility And Quality-Of-Life

- Add Recommendation:" Reduce commute times"

Add Recommendation "Sidewalks should be required in every new development, including residential, commercial and under "Tools for Attracting New Investment . "

Add Recommendation "Thoroughfare coordination between counties"

- Add, "streamline governmental approval processes that support regional objectives"
- Add to standards "Realize the inter-relationship of land use planning and alternatives to single occupancy vehicles. If single occupancy vehicles are relied upon exclusively, land development must include sufficient parking and will tend to be at lower densities. Mass transit will not be as effective in these cases."

Reflect the Marion County's Regional Context in the Preparation of the Land Use Plan

- Add "special corridors" to the land use standards section as part of the 'critical areas"

Continue the Regional Planning Conversation (beyond the confines of the Marion County Comprehensive Plan Update)

- No comments

Meeting adjourned at 5:05 PM

MEETING SEVEN

June 11, 2001

Hoosier Heartland Resource Conservation & Development Council

**Committee
Members present:**
Joseph Slash
Mike Dearing

Ron Deer
Mark Demerly
Rebecca Fletcher
Eleanor Granger

Don Knapp

Staff Present:
Kevin Gross
Michael Rogers
Dennis Slaughter

The committee began the meeting with discussion of energy issues on page 4/10 of the draft goals and recommendations dated 6-1-01. It was noted that central Indiana does not have the same problems as California, which is affected by deregulation of electrical power generation and transmission. The Indiana legislature has not supported deregulation of electric utility rates, generation and transmission. Another comment was that building codes are statewide in their application and a new state energy code will soon go into effect. The committee also discussed pricing mechanisms that help to manage demand for energy. Joe Slash suggested that two more pressing concerns were the aging sanitary and storm sewer systems within the City of Indianapolis.

Don Knapp clarified the comment under #2 on page 1/10 as the "Fiscal Disparities Act" under which seven counties in the Minneapolis region have been sharing 40% of their property tax base for approximately 30 years. The committee reviewed page 2/10 and added to justification for further cooperation in interchange planning. They suggested that a proposed I-65 interchange at County Road 775 North would benefit from the lessons learned at the I-65 -County Line Road interchange.

The committee reviewed page 7/10 and suggested a new recommendation #4 "Provide a Regional Facilitator to stimulate further dialogue on regional thinking". The responsible parties would be the Mayor and City-County Council of the City of Indianapolis and the Central Indiana Corporate Partnership. Under "comments" the committee supported the statement that "This facilitator must maintain the momentum of recent regional planning efforts. It is also needed because no other entity has regional land use planning as its focus and much work has to be done."

The committee suggested that this should build upon the current work of the Metropolitan Planning Organization in transportation planning. It was further suggested that this activity should follow the "3-C" planning model "Comprehensive, coordinating and continuous". The committee filled in responsible parties under 7/10, #2 as Central Indiana Regional Citizens League and Greater Indianapolis Progress Committee. The committee reviewed page 8/10. Additions were made to the recommendation "assemble and preserve lands and corridors for regional scale open space and recreation needs" to include "preservation of natural areas." The committee reviewed page 9/10 and added the assignments of responsible parties to several recommendations. An additional recommendation was to provide for car pool and High Occupancy Vehicle lanes in regional highway plans. Another recommendation was to continue research and

monitoring to better understand the causes of air pollution in the region. The committee concluded that most of the goals, recommendations and standards were close to final form. They agreed that an extra meeting after the eighth meeting on July 10 was not necessary. The meeting was adjourned at 5:15 PM

SPECIAL MEETING

*June 13, 2001
The Polis Center*

**Committee
Members present:**

Joseph Slash
Noel Duerden
Jim Klausmeier

Don Knapp

**Staff Members
present:**
Kevin Gross

Michael Rogers
Dennis Slaughter

Polis Center staff:

Cynthia
Cunningham
Jim Sparks

Cynthia Cunningham gave an overview of the Polis Center. The Center started 10 years earlier to provide an interface between the School of Liberal Arts of IUPUI and the central Indiana community. The Center has grown to have a staff of over 40 persons with training in a variety of disciplines. One of the first projects was the preparation of the Encyclopedia of Indianapolis. Currently the Center has three sections: Religion and urban culture; Community Analysis; and Advanced Information Technology.

The Center maintains a database for the 9 county region called the Social Assets and Vulnerabilities Indicators (SAVI). Mrs. Cunningham demonstrated how the regional database could be accessed and used through the website www.savi.org. She gave an example of how job-training services can be planned to be most convenient to people who would likely need the services. She explained that more information was becoming accessible to the general public through advanced. The Polis Center's main website is <http://www.polis.iupui.edu>

Jim Sparks explained that the Polis Center was a participant in state and federal GIS initiatives and the development of Internet 2. Mr. Sparks suggested that any agency that plans regional geographic information systems should follow the following process:

1. Define the objectives
2. Do a data inventory (coverage, how current is the date, who is the owner, what is the format, when is it updated and what level does it cover)
3. Do a partner inventory-who contributes the dollars and data
4. Define the technical issues
5. Produce a plan.

Mr. Sparks indicated that some communities have committed to start a GIS project but have not explored each of the issues. He explained how data could be built on a base map of recent aerial photography for all the State of Indiana. He distributed a pamphlet of the Polis Center's fall 2001 training programs.

Don Knapp suggested that regional solid waste planning was an ideal use for GIS, whereby waste generation and potential sites can be identified.

The meeting adjourned at 4:40 PM.

MEETING EIGHT

July 10, 2001

Sterrett Senior Center - City of Lawrence

Committee
Members present:

Joseph Slash
Mike Dearing
Ron Deer

Noel Duerden
Rebecca Fletcher
Don Knapp
Norman Pace
Anna Pea

Chuck Ricks
Mike Rogers
Lou Zickler
Staff Present:
Daniel Gonzales

Kevin Gross
Keith Holdsworth
Michael Rogers
Dennis Slaughter

The Committee was called to order at 3:10 PM. Chairperson Joseph Slash asked the committee to review the minutes of the 5-21-01, 6-11-01 and 6-13-01 meetings. Changes were requested on the 5-21-01 draft minutes. The minutes were approved with changes noted about sign controls and sidewalk requirements.

Keith Holdsworth, Principal Planner, gave an update on the overall Issue Committee phase of the Comprehensive Plan Update. He explained that five of eight committees have held their last meetings, with the Regionalism Committee holding its last meeting today. The other three committees will complete their work by the end of July. The remaining three are Redevelopment, Environment, Parks and Open Space and Land Use Policies and Procedures. These reports will be presented to the Steering Committee to resolve any conflicts among the individual committee recommendations. A combined report will be produced and then presented to another series of Town Hall meetings. Comments received from the public will be compiled with the Steering Committee and then presented to the Metropolitan Development Commission for its approval. He estimated that the land use mapping phase would begin in early 2002.

The committee asked how its recommendations would be implemented in the land use mapping phase. Dennis Slaughter explained that staff is working on the methods to index subarea, Regional Center and neighborhood plans that are still valid while re-examining areas that have conditions that have changed. Mr. Holdsworth responded to a question about the makeup of the Steering Committee.

Ron Deer questioned how the recommendations will stay alive during the time required until a final land use plan is adopted. Mr. Slaughter suggested that some recommendations are directed to the land use plan while others have a different character. Some of the latter set may lend themselves to continued collaboration on local planning agency projects such as zoning ordinance amendments. Mr. Slash cited corporate research about new planning initiatives within a large organization. He suggested that those initiatives must be assigned to staff that will report directly to the chief executive officer. Others agreed and stressed the importance of assigning regional coordination to a staff member that would work report directly to the Mayor.

Lou Zickler explained an upcoming project of the Central Indiana Regional Citizens League that is developing an urban planning guide. Mr. Zickler explained the Regionalism committee's report will be helpful to the consultants who will prepare the planning guide. He also indicated that interactive online planning resource center will be part of this project.

Don Knapp suggested that "regional approach to planning" still needs to be discussed, not just planning within existing jurisdictions. Mr. Slash added that coordination is needed among the local plans not just to improve individual local plans. Ron Deer suggested that the City of Indianapolis must take the leadership role in this effort. (This and related comments related to the draft recommendation #6 "Continuing the Regional Conversation.") The committee agreed that the proposed "regional facilitator" should be shown as the first recommendation in this section and the entire section should be arranged as the first of the six issues. The committee also directed that this ordering be reflected in the Executive Summary.

The committee discussed the need for its recommendations to have weight. Members raised concerns that adopted plans must be enforceable and are funded, where applicable. It was also observed that new recommendations of the Comprehensive Plan need to be reflected in the next city budget. Others stressed the need for ongoing education and introduction of regional concepts to a wider audience. The committee discussed different regional planning models and the current workload of the Metropolitan Planning Organization and the Division of Planning. The committee also discussed the need to link various planning activities and concluded that its role is describe the tasks to be done and not attempt to define organizational format

The committee began its review of the draft goals, recommendations and standards with that section. Suggested changes or modifications included:

- Improved information among cities, towns, counties, included and excluded, coordination on infrastructure planning, more sensitivity to needs of various communities
- Improved notification to people, earlier and more frequent, more comment period
- Land use mapping, cohesive neighborhoods
- New urbanism
- Identification of regional stakeholders
- Land use plan notification to individual council members, plan commission members, not just to CEO/Mayor, send to home addresses of local officials
- Work toward "virtual town hall" using internet-website, interactive features
- Include in the report that many good things are happening, such the bike plan for Marion County
- Mixed use can be done to be more compatibly with housing

Several announcements were made of upcoming events. Becky Fletcher explained a handout about an upcoming farmland preservation tour from September 6-10. She informed the committee that the Hoosier Heartland Resource Conservation and Development Council was offering to assist someone from this area to attend the tour. Dennis Slaughter distributed a notice for a public meeting of the Indiana Department of Transportation on August 21 5-7 PM at Glendale Mall Public Library. The public outreach meeting will be to discuss plans for high speed rail service in Indiana. Mike Dearing reported on another meeting in the Glendale Mall on Thursday July 12, 4-8 PM. This workshop will review the preliminary findings of the Glendale neighborhood transportation plan.

Joe Slash urged the committee to respond to the Central Indiana Regional Citizens League Needs Assessment questions that was sent by staff earlier. Mr. Slash asked the committee to send any additional comments on the committee report to Dennis Slaughter by July 18. He thanked those agencies that hosted the committee meetings. Dennis Slaughter thanked the committee members for their participation. The meeting was adjourned at 5:15 PM

appendix five

GLOSSARY OF PLANNING RELATED TERMS AND ACRONYMS

Many sources of information have been used to prepare this glossary. Included are the *Indianapolis Star* newspaper, the *Indianapolis Business Journal*, the *Unigov Handbook*, prepared by the League of Women Voters; *The Encyclopedia of Indianapolis*, prepared by The Polis Center at IUPUI; the *Dictionary of Banking Terms*, prepared by Barron's Business Guides, the *Rainbow Book*, prepared by the Information and Referral Network, Inc.; *Principles and Practices of Urban Planning*, prepared by the Institute for Training in Municipal Administration; and many documents prepared by the staff of the Department of Metropolitan Development and other agencies listed below. Also the helpful staff members of the Department of Metropolitan Development have contributed a great deal to the information provided here.

Attainment area -- A geographic area in which levels of a criteria air pollutant meet the health-based primary standard (national ambient air quality standard, or NAAQS) for the pollutant. An area may have on acceptable level for one criteria air pollutant, but may have unacceptable levels for others. Thus, an area could be both attainment and non-attainment at the same time. Attainment areas are defined using federal pollutant limits set by EPA. (US EPA Glossary)

Builders Association of Greater Indianapolis (BAGI): BAGI offers a builders referral service and provides for customer complaint procedures involving member building contractors and construction companies who build or remodel homes.

Central Indiana Regional Citizens League (CIRCL): A general citizen-based organization that provides the means for citizens to have input into the decisions affecting quality of life issues in central Indiana.

Central Indiana Community Foundation (CICF): A product of a unique partnership between The Indianapolis Foundation and Legacy Fund of Hamilton County. These two community foundations - one founded in 1916, and the other established in 1991 - joined hands in January 1997 to improve philanthropic service and support for our communities. One of the most exciting things about our effort is the way in which we have provided for both local and regional leadership in philanthropy for

Hamilton and Marion counties. Each county is served by a local board, staff, and headquarters office. At the same time, a regional leadership structure unites the strength of both communities, offers combined energy, encourages strategic partnerships, and creates new resources for region wide concerns.

Mission:

Make grants to charitable organizations in the communities we serve.

Build charitable endowment funds to benefit community initiatives and organizations.

Provide leadership to address community needs. (CICF website)

Central Indiana Corporate Partnership (CICP): The Central Indiana Corporate Partnership (CICP) was formally organized in July 1999 as a successor organization to the Corporate Community Council. In July 1998, the Corporate Community Council published a study from Regional Technology Strategies of Cambridge, Massachusetts to examine challenges and opportunities in Central Indiana and propose strategies for effectively organizing corporate CEO's to address the challenges and capitalize on the opportunities. The resulting report, *A New Approach to Central Indiana Growth and Opportunity*, completed in July, 1998, served as a catalyst for discussions among corporate leaders over the course of the next year. Among the findings in the study:

The corporate CEO community is not organized to offer the leadership that it must provide on a regional basis;

The current economic vitality (of Central Indiana) is overly dependent on just a few industries;

Education and skill attainment and some quality of life indicators in the region are too low, especially in comparison to other regions;

There have been dramatic shifts in the geographic distribution of population, jobs, wealth and economic opportunity that require cooperative regional responses; and

Business development programs are narrowly focused and not adequately coordinated.

The Central Indiana Corporate Partnership is intended as a forum for CEO's for setting broad priorities for initiatives affecting the growth and vitality of the region and to direct corporate resources toward those initiatives that will have the most positive impact on the identified priorities. Members include CEO's from a geographic region that includes Bloomington, Lafayette, Anderson, Muncie, Columbus, Shelbyville, Carmel, and Indianapolis. (CICP website)

CICOA the Access Network: Formerly Central Indiana Council on Aging, this agency serves persons 60 years of age and older. Programs included are Indy Senior Classic, Senior Enterprises, Hot Lunches, Home-Delivered Meals, Home Health Aide, Senior care Management, CHOICE, Homemaker Services, Signal of Security, and the Senior Information and Assistance Center.

CITISTATE

Citistate is the name Neal Peirce and Curtis Johnson coined in 1993 to describe how metropolitan regions have begun to operate in the new, post-Cold War world economy.

A citistate isn't defined by political boundaries. Instead, it's organic. A citistate is reality -- a labor market, a commute-shed, a broadcast area, the circulation area of the lead newspaper. A citistate is what the economy does.

The world's lead citistates are its greatest metropolises -- New York, Tokyo, Paris, Hong Kong, Los Angeles and their global "command and control" competitors, spread from Chicago to Singapore. But every metro area that's set apart geographically -- a Houston, a Denver, a Burlington, Vermont -- qualifies as a citistate too.

Here's a definition for the lexicographers-- a nomination for 21st century dictionaries:

Citi•state-- n. -- A region consisting of one or more historic central cities surrounded by cities and towns

which have a shared identification, function as a single zone for trade, commerce and communication, and are characterized by social, economic and environmental interdependence. Hist. Similar to city states of antiquity (e.g. Athens, Rome, Carthage) or medieval times (e.g. the Hanseatic League), except that modern citistates engage in instant electronic communication and capital transfer, and are the chief recipients of world population growth.

Citistates would have made little sense under the old paradigm of American thinking -- federal, state, local. But they emerge as the centerpiece of a new paradigm -- global, regional, and neighborhood. Citistates become the focus of how our world is now organizing itself.

As economic actors, major U.S. citistates compete in size with major world nations. In gross product, the New York region ranks 13th among the world's top economies, just ahead of Australia, Argentina and Russia. The Los Angeles citistate is bigger than Korea, Chicago greater than Taiwan or Switzerland, Washington ahead of Hong Kong, while Minneapolis-St. Paul exceeds Israel. And according to figures compiled by Standard & Poor's DRI division for the U.S. Conference of Mayors and National Association of Counties, the U.S.'s 314 metro regions are clearly the economic drivers, providing 84 percent of new jobs, 95 percent of high-tech jobs, 88 percent of the country's income.

Citistates' importance was enlarged through the 1990s by the rapid flowering of the Internet and the digital revolution. Both have accelerated economic expansion, triggering more global commerce. The challenge of the 21st century is to harness such forces, and civic will, for strategic regional planning. Because to compete in the emerging global economy, citistates have no choice: they must mobilize all their skills to protect their center cities, grow smarter, protect their air and water, achieve more social equity, train their workforces to excel in an increasingly competitive world marketplace. Last updated January 28, 2000. All Contents © Citistates Group LLC. All Rights Reserved. Web Site Developed By Still Current Development, Inc.

Comprehensive Plan Segment (CPS): A segment of the Comprehensive Plan for Marion County. Comprehensive plan segments become a part of City policy when adopted by the Metropolitan Development Commission. Adopted Comprehensive plan segments have CPS numbers assigned to them. Examples of comprehensive plan segments are neighborhood plans, township plans, corridor plans, park master plans, and the Official Thoroughfare Plan.

Conservancy District Indiana Code 14-33-1-1

Sec. 1. (a) A conservancy district may be established for any of the following purposes:

- (1) Flood prevention and control.
- (2) Improving drainage.
- (3) Providing for irrigation.
- (4) Providing water supply, including treatment and distribution, for domestic, industrial, and public use.
- (5) Providing for the collection, treatment, and disposal of sewage and other liquid wastes.
- (6) Developing forests, wildlife areas, parks, and recreational facilities if feasible in connection with beneficial water management.
- (7) Preventing the loss of topsoil from injurious water erosion.
- (8) Storage of water for augmentation of stream flow.
- (9) Operation, maintenance, and improvement of:
(A) a work of improvement for water based recreational purposes; or

(B) other work of improvement that could have been built for any other purpose authorized by this section.

(b) These purposes may be accomplished by cooperating with federal and state agencies whose programs are designed to accomplish any of the purposes of the district. As added by P.L. 1-1995, SEC.26.

Geographic Information System (GIS): A means of producing, analyzing, and storing computerized maps.

Greater Indianapolis Progress Committee (GIPC):

Non-partisan organization of business, civic, religious, and educational leaders, which advises the mayor on community concerns.

Hoosier Heartland Resource Conservation and Development Council, Inc. (HHRC&D)

Hoosier Heartland Resource Conservation and Development Council, Inc. (HHRC&D) The council is a 501c3, locally directed not for profit corporation with board members from 10 counties. Staffing from USDA. Other activities depend on fees for services, grants and donations. The council conducts year round educational workshops and demonstration projects in soil conservation, forestry, better site planning and development practices, land use planning, and environmental education. Expertise is provided by small professional staff and extensive support from NRCS, SWCD, IDNR, Purdue Cooperative Extension and local government staff, as well as engineering, natural resources and related consultants. The 10 participating counties are Boone, Brown, Hamilton, Hancock, Hendricks, Johnson, Marion, Monroe, Morgan and Shelby.

Indianapolis Mapping and Geographic Infrastructure System (IMAGIS): The computerized map of Marion County that, when complete, will include information on soils, topography, zoning, utilities, and tax assessment for all parcels.

Indianapolis Airport Authority (IAA): A body formed to administer and develop an air transportation system for Marion County and central Indiana.

Indianapolis Regional Economic Development

Partnership (IREDP): A non-profit business development organization that assists in retention and expansion of existing companies as well as attraction of businesses to Indianapolis. Services include facility and site-search assistance, demographic and market data, and identification of federal, state, and local economic development financing options, training and assistance programs, and tax or other incentives.

Indianapolis Regional Transportation Council (IRTC): A

cooperative group composed of all the planning jurisdictions within the metropolitan planning area which recommends to the MPO: 1.) policies for the conduct of the transportation planning program; 2.) transportation projects involving the federal-aid Surface Transportation Program, and 3.) mechanisms for the discussion and resolution of local transportation issues.

Indianapolis Regional Transportation Improvement

Program (IRTIP): Presents transportation improvements proposed by government and transportation agencies in the Indianapolis Metropolitan Planning Area for a three year period.

Indianapolis Urbanized Area (IUA): Census tracts in central Indiana that were identified as a part of the 1990 as making up urbanized area of Indianapolis. This area is smaller than the MPA.

Intermodal Surface Transportation Efficiency Act

(ISTEA): A federal program that governs all transportation planning and programming and rules that it "must be conducted cooperatively and in such a way as to provide for continuous and substantive public participation."

Metropolitan Area: The concept of a metropolitan area (MA) is one of a large population nucleus, together with adjacent communities that have a high degree of economic and social integration with that nucleus. Some MA's are defined around two or more nuclei. The MA classification is a statistical standard, developed for use by Federal agencies in the production, analysis, and publication of data on MA's. The MA's are designated and defined by the

Federal Office of Management and Budget, following a set of official published standards.

Metropolitan Association of Greater Indianapolis Communities (MAGIC): A regional organization involving individuals within central Indiana to address issues affecting the business climate. MAGIC completed its mission in 1999.

Metropolitan Development Commission (MDC): The policy-making body of the Department of Metropolitan Development. It has nine appointed members who serve a one-year term.

Metropolitan Emergency Communications Agency (MECA): The agency that handles all emergency communications for Marion County.

Metropolitan Indianapolis Board of Realtors (MIBOR): A voluntary trade association for Indianapolis area real estate professionals.

Metropolitan Planning Area (MPA): The portion of central Indiana that is expected to be urbanized in the next twenty years. It is the area studied by the MPO and includes all of Marion County and portions of the surrounding counties including the cities of Beech Grove, Indianapolis, Lawrence, Southport, and the town of Speedway. The boundary also includes portions of Hamilton, Boone, Hendricks, Johnson, and Hancock counties, including the municipalities of Fishers, Westfield, Whiteland, New Whiteland, and the cities of Carmel, Zionsville, Brownsburg, Plainfield, and Greenwood. This area is larger than the IUA.

Metropolitan Planning Organization (MPO): The Metropolitan Development Commission is the designated MPO for the Indianapolis Metropolitan Planning Area. The MPO has the responsibility, together with the state and IPTC, for the continuing, cooperative, and comprehensive transportation planning process required of urbanized areas to qualify for federal transportation funds.

Metropolitan Statistical Area (MSA): A definition of central Indiana used to report Census information. Counties included in the MSA are Boone, Hamilton, Hancock, Hendricks, Johnson, Madison, Marion, Morgan, and Shelby. The MSA was formerly called the Standard Metropolitan Statistical Area or SMSA. Madison County has been added to the MSA since the 1990 Census was prepared. The MSA had a 1980 population of 1,166,575 and a 1990 population of 1,249,822. These nine counties had a 2000 population of 1,422,843.

Multiple County Special Plan Commission

The commission pertains only to specified unincorporated areas in the watershed of a reservoir project and is formed through an inter-local agreement between two or more counties. The purpose and powers of this commission are the same as an advisory plan commission.

Multiple jurisdiction infrastructure authority (IC36-7-23)

More than one county may jointly form a multi-county infrastructure authority to jointly finance water, sewer, transportation or other projects for which counties could issue bonds. The authority is established by the county council and executive of each participating county.

IC 36-7-23-5

Sec. 5. The purpose of the authority is to promote cooperation among the units participating in the authority in order to assist the development of the units included

in the agreement by doing the following:

- (1) Utilizing private and public sector resources to address development problems and opportunities.
- (2) Planning, developing, rehabilitating, and otherwise managing infrastructure located in the authority's jurisdiction.
- (3) Supplementing, but not supplanting, traditional local or state responsibilities.
- (4) Providing financial resources to local communities to address their infrastructure needs.
- (5) Providing revenue bonding capacity and resources for bond retirement, or lease rental capacity and resources, that can be directed to development or recapitalization of infrastructure located in the authority's jurisdiction.
- (6) Providing the means to develop revenue producing infrastructure ventures, where revenue can be rechanneled back into the overall infrastructure development effort.
- (7) Providing an overall balanced infrastructure investment strategy that addresses important needs of the participating units for capital projects.
- (8) Providing operating involvement appropriate to each infrastructure component.
- (9) Providing for a continuing and stable source of public funding for infrastructure development for participating units.
- (10) Providing the mechanism to address other regional services as determined to be appropriate by the board.

As added by P.L.346-1989(ss), SEC.7. Amended by P.L.86-1999, SEC.8.

Non-attainment area -- a geographic area in which the level of a criteria air pollutant is higher than the level allowed by the federal standards. A single geographic area may have acceptable levels of one criteria air pollutant but unacceptable levels of

one or more other criteria air pollutants; thus, an area can be both attainment and non-attainment at the same time. It has been estimated that 60% of Americans live in non-attainment areas. (US EPA Glossary)

Plan Commission - Indiana Code

Advisory Plan Commission IC 36-7-1-2

Sec. 2. "**Advisory plan commission**" means a municipal plan commission, a county plan commission, or a metropolitan plan commission. As added by Acts 1981, P.L.309, SEC.2.

Advisory Plan Commission

The legislative body of a county or municipality may establish an advisory plan commission by adopting such an ordinance. (certain exceptions for Vanderburgh, Delaware and Vigo Counties)
A municipal advisory plan commission may exercise jurisdiction in a contiguous unincorporated area up to two miles outside its corporate boundaries unless that area is subject to the jurisdiction of another. There are allocation provisions in such instances. The county has representation on with two members on the plan commission when a municipality exercises jurisdiction over an unincorporated area. These members are appointed by the county commissioners.

Area Plan Commission

An area plan commission is formed when the legislative bodies of the county and at least one municipality pass an ordinance which authorizes the creation of a planning department and appoints their representative to the area plan commission. When an area plan commission is formed, the authority of the participating municipalities ceases. Membership varies based on the population of the participating entities with the goal of equitable representation of urban and rural interests. In most instances, appointments must come from key departments of the participating units in addition to citizen appointments. In a county where there are two or more towns with populations of 2,100 or less which do not have representation on the commission, an advisory council for town affairs is formed. Unlike an advisory commission, the area plan commission appoints an executive director that has training and experience in planning and zoning.

IC 36-7-1-10

Sec. 10. "**Metropolitan development commission**" means the plan commission established by IC 36-7-4-202(c) for a county having a consolidated city. The term does not include a metropolitan plan commission established under IC 36-7-4-202(a).

IC 36-7-1-11

Sec. 11. "**Metropolitan plan commission**" means an advisory plan commission cooperatively established by a county and a second class city under IC 36-7-4-202(a). The term does not include the metropolitan development commission established by IC 36-7-4-202(c). As added by Acts 1981, P.L.309, SEC.11.

IC 36-7-1-12

Sec. 12. "**Municipal plan commission**" means a city plan commission or a town plan commission. As added by Acts 1981, P.L.309, SEC.12.

Joint Planning Commission (IC36-7-5.1)

One or more municipalities which meet certain population and proximity criteria and one or more counties may form a joint district to carry out many of the functions cited above on a less than countywide basis.

Regional Planning Commission (IC36-7-7)

A regional planning commission can be created by two or more county councils. Such commissions serve in an advisory capacity to all local governmental units in the region for coordinated policy and programming management. The commission appoints an executive director and funds itself through a per capita charge to most participating counties.

Regional Civic Organization (RCO)

Regional Civic Organizations are regional in two ways: RCO's are citizen organizations that come together within a particular region to address issues, and RCO's are organizations of citizens which look at the regional level of action as an important level for problem solving. In the first case, the region defines the area from which citizens are drawn to address issues and in the second case, the region defines the main focus of change efforts. As such, RCO's have dual purposes engaging citizens around issues of importance largely at the regional level and often look to regional level of action for possible solutions to problems which are bigger in scope than city or county, but smaller in scope than state or national.

Characteristics of Regional Civic Organizations:
Objectively examine the needs of their region and work constructively to address them.
Mobilize citizens to become involved in problem solving and community change by utilizing various problem-solving processes.

Operate independently, are committed to objectivity, are inclusive, open, and democratic in style.

Focus on decisions, policies and organizations that effect the consensus of their region's citizens.

Address issues that cut across the traditional boundaries of government jurisdictions.
Are candid and proud about trying to constructively influence public policy decisions.
Work in partnership with other community organizations whenever possible and appropriate.
Adapt their organizational structure and approach to their own unique community and circumstances.
(Regional Civic Organization Network)

Regional Civic Organization Network

The purpose of the RCO Network is to promote the engagement of citizens in the important issues facing their communities and to advance the case of those trying to find solutions at regional levels around the country. The RCO Network was organized in 1995 after years of informal sharing of techniques, approaches and solutions to regional problems. The organization is dedicated to serving its members and furthering the cause of regional problem solving to help make our nation's metropolitan regions the best they can possibly be. (Regional Civic Organization Network)

Regional Park: A land use plan category recommending a park of 100 acres or more that serves a population within a one hour driving distance. A regional park usually includes facilities such as play areas, picnic areas, shelters, nature centers, and trails. They also usually include rivers, lakes, or other natural features to provide the park users a natural retreat from the urban environment.

Regional Transportation Plan (RTP): This plan guides the development of the area's transportation system for the next 25 years. It is developed through the cooperation of citizens, planners, engineers, and public officials.

Septic System A sewage-treatment system that includes a settling tank through which liquid sewage flows and in which solid sewage settles and is decomposed by bacteria in the absence of oxygen. Septic systems are often used for individual-home waste disposal where an urban sewer system is not available. (CAL)

TEA-21: Transportation Equity Act for the 21st Century

Upper White River Watershed Alliance (UWRWA) is a consortium of local governments, agriculture, and businesses that share the Upper White River West Fork Basin in central Indiana. The UWRWA is a 501(c)(3) corporation whose board of directors is comprised primarily of local mayors, county commissioners, and other local government, agriculture, consultants, and industry. The UWRWA works collectively to link city, town, and county government within their shared watershed region. This will ultimately encourage enhanced regionally coordinated land use planning, and it will enable coordinated water quality and water quantity management at the local level. The watershed (or "basin") includes all or part of the following counties: Marion, Hamilton, Hendricks, Hancock, Boone, Monroe, Johnson, Morgan, Owen, Tipton, Madison, Delaware, Henry, and Randolph. There are 75 cities and towns within the basin. The largest communities are Indianapolis, Greenwood, Lawrence, Carmel, Noblesville, Fishers, Anderson, Muncie, Alexandria, and Elwood. The basin region covers over 2200 square miles.

Urban Growth Boundary: The line on a map that is used to mark the separation of urbanizable land from rural land and within which urban growth should be contained for a period of time specified by a growth management program. Planning Advisory Service # 440, American Planning Association

Urban Service Area: An area in which urban services will be provided and outside of which such services will not be extended. Planning Advisory Service # 440, American Planning Association

Watershed: The total area above a given point on a watercourse that contributes water to its flow; the entire region drained by a waterway or watercourse that drains into a lake, or reservoir. (CGPG)

Wellfield: A tract of land that contains one or more wells used for the production of drinking water for the public water supply.